

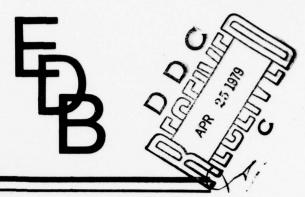


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ENVIRONMENTAL DATA BANK



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VOLUME IV ,
SUPPLEMENTAL INFORMATION MANUAL

MARCH 1979

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINSTRATION
Office of Environment and Energy
Washington, D.C. 20591

414031

NOTICE

The data in the EDB was compiled through January 1979. It is recommended that the EDB be used as a general reference tool only. Information contained in the EDB should be verified when using in a significant manner.

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ABSTRACT

Documentation of the Environmental Data Bases

The Environmental Data Bank (EDB) represents an effort to compile a comprehensive listing of environmentally-oriented data within one convenient source. The data were collected with the aid of the FAA Regional Offices and include airport-specific information regarding the existence of such things as land acquisition programs or other such noise control actions in effect at each of the U.S. airports listed as of March 1979. FAA Form 1050-5 (Volumes I and II, Appendix A) summarizes those kinds of data which may be listed (if applicable) at each airport.

The individual airport data themselves are arranged in the alphabetical order of the airport's "location indicator" (LOCID), by FAA region. These data may not reflect all U.S. airports having significant environmental information, as we have only indicated those data here that have been reported to us. This EDB may be useful by providing a sense of the extent to which environmentally-related activities have affected approximately 475 of our Nation's airports.

Briefly, the EDB is organized into four individual volumes:

- Volume I <u>User's Manual</u> gives detailed information about the content and use of the data base.
- Volume II <u>Systems Manual</u> contains a description of the system and programs that support the use and management of the data within the file.
- Volume III- Airport Environmental Data Manual presents site-specific information for each airport included in the data base.
- Volume IV, Airport Supplemental Information Manual contains supplemental data of special environmental conditions and/or problems (not provided for on Form 1050-5) for each airport included in the data base.

Consistent with the format and use of the U.S. airports' EDB, an International Environmental Data Bank (IEDB) was developed through information provided by the International Civil Aviation Organization (ICAO). This international data, as documented in the IEDB volume, is a subset of the larger environmental data file and is available separately. The IEDB volume contains airport-specific information for approximately 110 foreign airports.

It is intended that subsequent updates of all of these documents will be produced as required by changing circumstances.

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JOHN E. WESLER

Acting Director of Environment and Energy

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INTRODUCTION

VOLUME IV

INTRODUCTION

In order to document environmental activities and special environmental problems at particular airports, Volume IV provides a summary of supplemental data not directly answerable on Form 1050-5. Because this information cannot be coded into a computer-readable format from Form 1050-5, it is not accessible from computer terminals.

Supplemental information is provided concerning state statutes, local level government actions, noise control committees and activities, airport use restrictions, flight operations, noise abatement procedures, noise-sensitive or potentially noise-sensitive areas located near particular airports, and noise complaints at airports.

Information for each airport is shown on a page headed by the airport name, the city associated with the airport, the two-letter state abbreviation, the FAA Region, and the airport's location identifier (LOCID).

This volume is correlated to Volume III and the computer readouts, listing FAA regions alphabetically as well as listing individual airports alphabetically by LOCID within each region. Airports and their LOCID's by region are listed alphabetically in the index section following the introduction.

All information in this volume was gathered by one or more of the following

methods:

- A. Researching existing files or publications for information pertinent to environmental restrictions at airports.
- B. Interviewing selected FAA personnel to solicit information concerning environmental restrictions or procedures at airports.
- C. Personal on-site observations and evaluations of restrictions and procedures at various airports.

Due to restrictions on solicitation of information from the general public and other non-FAA personnel or facilities, data contained herein is limited to the availability at the time of study and subject to change.

All restrictions and procedures indicated for particular airports in this volume are either formal or informal in nature; informal restrictions or procedures are complied with on a request basis.

In this volume, 'Part' refers to major categories shown on Form 1050-5 (see Appendix B); for example, Part 2, Local Government Actions. Subset(s) refer to more specific categories, such as B. Land use Control, or B-1. Zoning. Available supplemental information or comments are entered under the headings of each category and subset to provide additional detailed information.

Data concerning the first section of Form 1050-5, <u>State Statutes</u> (aviation related environmental restrictions or regulations administered at the state level) is not

included in the computer data bank; this information is in Appendix A of this volume. States are listed alphabetically with statutes applying to each state and airports affected by the statutes.

ALASKAN

ALASKAN REGION ALASKA

Anchorage Internat	anchorage, AK AAL ANC
Part/Subset(s)	Comments
2B1	Areas to east and southeast are zoned industrial up to 1/2 mile from airport boundary.
2D6	Trees and bushes on the south provide a noise barrier.
2D7	Runway 14-32, 10,500' long, is under construction
	for operations and noise abatement.
3B	EIS for new runway contained all components of an ANCLUC study.
5C1	Runways 6 and 24 are preferential for landings and depart- ures, respectively.
5C2	Landings are to the east when possible.
5C3	Takeoffs are to the west when possible and eastbound jets maintain runway heading to 1500' altitude or 8 DME.
6A 6B 6C 6E 6G 6H	These facilities extend from the northeast and south boundaries and beyond.

Fairbanks Airport	Fairbanks, AK	AAL	FAI	
Part/Subset(s)	Comments			
2B1	2B1 Undeveloped adjacent areas are zoned for compa- land use.			
6A 6C 6E 6G	These facilities extend nort boundary and from 1/4 mile			

Juneau Airport	Juneau, AK	AAL	JNU	
Part/Subset(s)	Comments			
2D0A	About 70 acres have been acquired in northwest land-use compatibility.			
6A 6C 6E 6G	Schools, residential area mile and $1 \frac{1}{2}$ miles nor		parks are 1/2	

Merrill Field	Anchorage, AK	AAL	MRI
Part/Subset(s)	Comments		
2B1	Area to the north is zoned	for industrial us	se.
3C	Master plan study is under ANCLUC components.	way which conta	ins all
4 A0 4 A6	These aircraft must have p for operation.	rior managemen	nt approval
5C1 5C3	Runway 33 is preferential. Departures from Runway 3 500'. Departures from Ru turn immediately after take	nway 6 make rig	
6A 6B	Schools are scattered in all A hospital is on airport sou scattered in surrounding an	theast boundary	
6C 6E 6G	Residential areas, churche extend from airport bounda	es and recreation	

CENTRAL REGION

IOWA KANSAS MISSOURI NEBRASKA CENTRAL

Waterloo Municipal	Waterloo, IA ACE	ALO
Part/Subset(s)	Comments	
5J	'Keep 'em high' program in effect and large are kept away from city south of airport.	aircraft
6A	Nearest school is 2 miles southeast.	
6B	A hospital is 2 1/2 miles east-southeast.	
6C	Residential areas are 2 miles southeast and 1 mile west.	south and
6E	All churches are south of airport.	
6 G	Parks are 2 miles south and southeast.	

Burlington Municipal	•	Burlington, IA		ACE	BRL
Part/Subset(s)		Comments			
2A	Airport	operates under cit	y noise ab	atement	regulations.
		proposed industri County is planning			south of
1		Advisory Committ ment, users, FAA			
The state of the s		C study has just be	egun.		
5C2	Runways	s 12 and 18 are di	rected righ	nt and Ru	nway 30/36
		void city to north a			
		18 is displaced 12 ee with noise effect		for obstr	uction
6A S	Schools	are 1 mile north a	nd 3/4 mil	e southe	ast.
6B 1	Nursing	home is $1 \frac{1}{2}$ mil	es east.		
		tial areas surrou southwest and sou		with lea	st density
		re five churches 2 st and one 3/4 mile			2 miles
6G (City parl	ks are 1 mile east	and north	east.	
		tels are 3 miles n			

Cedar Rapids Air	port Cedar Rapids, IA ACE CID				
Part/Subset(s)	Comments				
2B1	Construction applications in airport vicinity are reviewed by city counsil and Cedar Rapids Airport Commission for land use compatibility.				
2D0A	Acquisition of 1200 to 1500 acres over past 2 years has				
2D0B	been for expansion and land use compatibility.				
2D9	Air pollution monitoring equipment is in center of field.				
4D1	Restricted to far ramp in east central area. Prolonged runup restricted to western edge.				
51	Practice area is 10 miles west of airport.				
5J	''Keep 'em high'' program in effect.				
6A	Schools are 3 miles northeast.				
6C	Residential areas are low density, 2 miles east and south- east.				

Columbia Regional

Columbia, MO

ACE

COU

Part/Subset(s)

Comments

2D6

Trees are on all quadrants.

Des Moines Muni	cipal	Des Moines, IA	ACE	<u>DSM</u>
Part/Subset(s)		Comments		
2D5		fences and shed-type sup naintained by Air National		ment
3C	An AN	NCLUC study has been pr	oposed.	
6A		e are schools east and sourt boundary.	itheast with ne	arest at
6C		lential areas are adjacent east and east boundaries		south,
6E 6F 6G 6H		pes of noise sensitive fac , southeast and east of ai		
7D	Milita	ary flights are responsibl	e for most cor	nplaints.

Davenport Munici	pal Davenport, IA	ACE	DVN
Part/Subset(s)	Comments		
5C3	Maintain runway heading to 800	' before turni	ng.
5J Helicopters must stay clear of residential are Air National Guard uses noise abatement pro-		reas.	
6A	A school is 3 miles north.		
6C	Residential areas are 1 3/4 minorth.	iles southwest	and 3 miles
6H Hotels are 2 miles east-southeast.			

Fort Dodge Municipal

Fort Dodge, IA

ACE

FOD

Part/Subset(s)

Comments

2D6

Trees are on northwest and west quadrants and airport is surrounded by rural areas outside boundary.

Forbes Field	Topeka, KN	ACE	<u>FOE</u>
Part/Subset(s)	Comments		
2B2	A pending city regulation may be months requiring soundproofing contour.		
2D5	Hush-shed equipment on northw by Air National Guard.	est quadrant i	s maintained
4D1	Air National Guard performs restricted from 11 p.m. to 7 a.		est quadraat,
5C1	Landings are on Runway 31 and from 11 p.m. to 7 a.m.	l departures a	re on Runway 13
5E	Air National Guard quick turnor recommended.	ut and maximu	m climb are
5J	Other Air National Guard proce	edures are pra	cticed.
6A	Schools are 3/4 mile east, 3/4 miles west.	mile northwes	t and 1 1/2
6C	Residential areas are dense 2 r in all other directions, with a treet.		
6E	Churches are in all areas, with	many to the n	orth.
6G	Recreational facilities are 4 mi		
6Н	Hotels and motels are primaril	y 3 to 4 miles	north.

Hall County Regional Airport Grand Island, NB ACE GRI

Part/Subset(s)	Comments
2D1	Industrial use only permitted within noise contour areas.
5C1	Runway 35 is preferred.
5I	Flight training only in designated areas.
5J	Traffic pattern altitude was raised from 2150' to 2650' 2 or 3 years ago.
6A	A school is 3 miles southwest.
6B	Hospitals are $2 \frac{1}{2}$ and 3 miles southwest.
6C	A residential area is $1 \frac{1}{2}$ miles north.
6G	Golf course is south of airport.

Wichita Mid-Contin	nent	Wichita, KN	ACE	<u>ICT</u>
Part/Subset(s)		Comments		
2D0A		ndred acres have been and south, for land use		ly to the
2D6		ence in northwest quad		t runups.
3 F	Monthly probler	y Airport Operators mo ms.	eeting discusse	s noise
5C3	avoid n	ures to north immediat poise sensitive areas. d city of Duby.	ely turn 10 ⁰ rig Departures to s	ght to south turn
6A	Schools	s are 2 1/2 miles north	west.	
6C	Reside northw	ential areas are 3 miles est.	s north and 4 1/	4 miles
6E	Church	es are north and north	west.	
6G	Golf co	ourse on western bound	ary.	
6H	Hotels	1/2 to 3 miles north.		

Jefferson City Me	emorial	Jenerson City, Mio	ACE	JEF
Part/Subset(s)		Comments		
2D6 Trees and a bluff on north side with natural barrisouth side.				barrier on
6D	Reside	ential areas are 1 mile wes	st and south	.

Joplin Municipal	Joplin, MO	ACE	JLN
Part/Subset(s)	Comments		
2D6	There are scattered trees in no.	rth quadrant.	
5C3	Departures of large aircraft and climb to 1500' before turning.	l jets from R	unway 13
5J	"Keep 'em high" program in effe	ect.	
6A	Schools are 2 1/2 miles northea		s southeast.
6B	A nursing home is 1 3/4 miles s		
6C	Residential areas are 2 1/2 mil east.	es northeast	and south-
6E	Churches are scattered to north	east and sout	heast.

Fairfax Airport	Kansas City, KN	ACE	KCK
Part/Subset(s)	Comments		
2Da	City specifies preferential runwa and departing to south.	ays for la ndi r	ng to north
3A	A Kansas-based committee is we airport but a Missouri-based grobecause of night-time noise.		
4A9	DC-3 and larger aircraft have to	axiway restr	ictions.
5C1	Runways 35 for approach and 17 preferential.	for departur	re are
5C3	Departures from Runway 17 use river to 3000' altitude.	heading 210	and follow
6A	Schools are 1 mile north and nor	theast.	
6C	Residential areas are 1 mile not beyond.	rth and north	east and
6E	Churches are north and north	east, 1 mile	and beyond.
6F	A public gathering place is 1 mil	le northeast.	
6G	Parks are north and northeast.		
6Н	Hotels and motels are north and	northeast.	

Lincoln Municipal	Lincoln, NB	ACE	LNK

Part/Subset(s)	Comments
2D5	Hush shed equipment in southeast quadrant used for engine runup.
3A	Airport Advisory Committee, organized by airport, includes user, citizen, FAA and management representatives.
3C	ANCLUC study underway.
5C2	Approaches from north to Runway 17 and from south to Runway 35 keep west.
5C3	KC135 aircraft climb to 4000' on runway heading.
6C	Residential areas are at west boundary and 1 mile south.
6 E	Churches are to west and south.
6H	Motels are 1 mile southeast and southwest.

Kansas City Inter	mational Kansas City, MO	ACE MCI
Part/Subset(s)	Comments	
2B1	City reviews construction applic compatibility as a part of an eff	
2D0A	Acquisitions to impede develop	ment has included 800
2D0B	acres and 10 homes.	
2D5	TWA maintains shed-type suppr	ession equipment.
2D6	Trees are along all airport boun	ndaries.
3A	Airport Advisory Committee is users, FAA, citizens and other	
5J	Jets reduce power 10 to 20 mile stabilized approach.	es away and use a
6Н	Five hotels are on east and sour	theast part of airport.

Kansas City-Dow	ntown	Kansas City, MO	ACE	MKC
Part/Subset(s)		Comments		
6B		al is 3 miles northeast.		
6C Reside		ential areas are 1 1/2 mile ortheast.	es northwest	, north,

Eppley Field	Omaha, NB	ACE	<u>OMA</u>
Part/Subset(s)	Comments		
2D0A 2D0B	Acquisition of 50 homes on 2 quadrant is in process.	0 to 30 acres in	south
3A	Informal Airport Advisory Cocity, airport management, F		
3C	ANCLUC study is underway.	AA and user Te	presentatives.
5C1	Runway 14 for landing and R preferred.	unway 32 for de	epartures are
5C2	Arrivals from southeast mus	st avoid Council	Bluffs.
5C3	Departures from Runway 14 to avoid Council Bluffs.	turn left as soo	n as possible
6A 6B	Noise sensitive areas of all to south and southeast of airport		o 5 miles
6C			
6D			
6E 6F			
6G			
6H			

Springfield Munic	ipal Springfield, MO	ACE	SGF
Part/Subset(s)	Comments		
4D1	Engine runups are kept away f	rom control to	wer area.
5J	C-130 traffic is kept to west o	f airport.	
6A 6C 6E	Nearest school is 1/2 mile so Residential areas are 1/2 mil Churches are to east.		ond.

Salina Municipal	Salina, KN	ACE	SLN
Part/Subset(s)	Comments		
2D6	Trees are on east and northwe	est quadrants.	
5C3	Runways 35 and 17 departure	s turn west.	
6Н	A soundproof hotel has been p boundary.	roposed near th	e north

Rosecrans Memorial

St. Joseph, MO

ACE STJ

Part/Subset(s)

Comments

2D6

Trees are scattered along all airport boundaries.

Lambert-St. Louis International St. Louis, MO ACE

ACE STL

Part/Suk	oset(s)	Comments
	00A 00B	Acquisition of 71 acres in west quadrant required the relocation of 140 families from 60 residences and 70 mobile homes.
2D	05	McDonnell Douglas Corp. maintains shed-type noise suppression equipment and blast fences in northwest, north, and northeast quadrants.
2D	18	Noise monitoring system at airport is operated by city of St. Louis.
3 A		Informal Airport Advisory Committee, established by airport, meets on a quarterly basis with representation by management, FAA and citizens.
4D 4D		Engine runup confined to north quadrant and restricted from 11 p. m. to $6~a.\ m.$
5C 5I	3	Departures maintain runway heading to 1500' MSL altitude. No student training permitted for safety reasons.
6A		Schools scattered in all quadrants. The most noise sensitive area 1 to 2 miles east.
6B 6C		Hospital 2 miles east. Residential areas surround airport with highest density east.
6D		Historic site is 4.5 miles east-southeast of airport.
6E		Churches scattered in all quadrants.
6F 6G		Outdoor concert hall 3 miles east-southeast. Stadium is 4.5 miles east-southeast.
6H		Hotels are scattered in all quadrants.

Sioux City Municip	Sioux City, IA	ACE	SUX
Part/Subset(s)	Comments		
2D6	Trees are scattered along the s boundaries.	outhwest to n	orth
5J	Air National Guard uses maxim	num climb on	takeoff.
6A	A school is 2 miles east.		
6C	Residential areas are 2 miles of apartments on east boundary.	east with som	e old
6E	Churches are 2 miles east.		
6H	Hotels are 1 mile east.		

EASTERN REGION

DELAWARE
DISTRICT OF COL.
MARYLAND
NEW JERSEY
NEW YORK
PENNSYLVANIA
VIRGINIA
WEST VIRGINIA

EASTERN

Allentown-Bethlehem- Easton Airport	Allentown, PA	AEA	ABE
Part/Subset(s)	Comments		
3A	Queen City noise committee has eng with airport.	aged in li	tigation
3C	An ANCLUC study has been propose	d.	
5C1	Runway 6 is preferential when wind	is calm.	
5C2	Turbojets and aircraft over 50,000 I approach turn north 2 miles out on favoid populated areas to the east.		
5C3	Departures are informally requested runway heading until sufficiently high sensitive areas.		
512	Practice approaches by turbojets and aircraft are restricted from 11 p. m.		_
6A	A school is 11/2 miles northwest, w scattered to the southeast.	ith others	5
6B	Hospitals are 2 miles southeast.		
6C	Residential areas extend outward fro airport boundary.	om southe	east
6E	Churches are scattered in the souther	ast.	
6Н	Motels are scattered throughout area airport, with the nearest $2\ 1/2$ and 4		

Part/Subset(s)	Comments
2B1	A land-use compatibility study by NAFEC, the County and local government resulted in zoning for noise and safety.
2C2	Atlantic City Medical Center was constructed with additional soundproofing.
2D5	Shed-type noise suppression equipment is located on the west side of the field.
2D6	Blast fences are located in various areas on the field.
$2D8 \atop 2D9$	These systems are operated by NAFEC.
3B2	A land-use compatibility study has just been completed.
5C1	Runways 13 and 31 are preferential for arrivals and departures, respectively.
5C3	Jets and other departing aircraft weighing 12,500 lbs. or more are to maintain runway heading until reaching 2,000'.
511	Training is informally restricted from 10 p. m. to
512 513	7 a.m. and from 7 p.m. Saturday to noon Sunday.
6A	Schools are scattered in all surrounding areas.
6B	A hospital is 3 miles northeast.
6C	Residential areas are 2 miles north, 3 miles northeast, and northwest, and 5 miles east.
6E	Churches are scattered in all surrounding areas.
6G	Recreational facilities are 2 to 3 miles east and northwest.
6H	Motels are scattered in all surrounding areas.

Part/Subset(s)	Comments
2D6	There is a tree line on the northeast.
3A	A noise committee from the White Hall Area, 21/2 miles west, has presented petitions to the airport.
4D1	Aircraft over 12,500 lbs. use northwest end of Runways 12 or 23 for runup.
51	Training flights are prohibited for aircraft over 12,500 lbs.
6A	Schools are 2 1/2 miles west and scattered in other areas.
6B	A hospital is 2 miles southwest.
6C	Residential areas and churches surround the airport,
6E	with the west side most noise sensitive.
6H	Motels are on the south and southeast airport boundary.

Noise complaints have declined since training restrictions were instituted.

Pittsburgh, PA

AEA

AGC

Allegheny County Airport

7B

Albany County	Albany, NY	AEA	ALB
Part/Subset(s)	Comments		
2D1A 2D1B	Noise easements have been pro- with expected purchase comple	posed for the tion within 3	northside, years.
3A	The Sunset Terrace Homeowne Colonie in the south is active.	rs Associatio	n from
3C	An ANCLUC study has been pro	posed.	
5C1 5C2	Runway 1 is preferential for ca Landings from north follow Hud over shopping center to avoid n	dson River ar	nd turn left
5C3	Departures from Runways 28 n to 1000' and make climbing right Departures from Runway 10 mm 1000' and make climbing turn to headings are to be maintained up is reached.	naintain runw ht turn to hea aintain runwa o heading 350	ay heading ding 310°. y heading to °. These
5J	Air National Guard and police I kept over highways.	nelicopters au	re to be
6A	Schools are scattered to the we from airport boundary and beyo		1 1/2 miles
6B	There is a nursing home on the a hospital 1 1/2 miles east.		undary and
6C	Residential areas extend south others are located 1 mile west a several are scattered through a	and southwest	t, and
6E	Churches are scattered through		
6F	Saratoga Open Air Theater, 20 noise sensitive in the summer.		
6G	Golf courses are 1 mile north a 1 mile south.	und west, with	h tennis courts
6H	Hotels and motels are 1 mile so	outh and beyon	nd.

Wilkes-Barre	
Scranton Internatio	nal

Wilkes-Barre-Scranton AEA

AVP

Part/Subset(s)	Comments
3	Master plan completed.
5C	An informal procedure to avoid church on Sunday morning and Wednesday evening.
6C 6E 6G	Southwest quadrant, 1/2 mile. Northeast quadrant, 3/4 mile. Amusement park, 1/2 mile in northeast quadrant.
Notes:	A law suit is pending wherein a man claims he and his children are losing their hearing.
	Runway 04 is designated noise sensitive.

Zahns Airport	Amityville, NY	<u>AEA</u>	AYZ
Part/Subset(s)	Commen	<u>ts</u>	
511	Touch and go operations are not	permitted.	
6B	A hospital is 3 miles south.		
6C	Residential areas extend from a boundaries and are scattered to		nd west
6E	A church is 1 mile south, with of the east and west.	thers scatter	ed to
6 G	A park is $1/4$ mile west.		
6H	Motels are 1 mile northwest and	east.	

Part/Subset(s)	Comments
2B1	Only airport-compatible construction is permitted within noise-contour zone.
2D1B	Fly-over easements have been purchased for \$1.00.
2D6	There is an earth berm along the north boundary.
2D7	A new runway is planned for general aviation air- craft so that large aircraft will have better access to noise-abatement runways.
3A	The 'Baltimore-Washington International Airport Environmental Committee' is comprised of airport management, FAA, city representatives, users and interested parties.
4B1B	Aircraft may not use Runway 4-22 from 10 p.m. to
4B2A	7 a. m.
4D1	Engine runup is permitted only in terminal area,
4D2	and may not exceed 60 seconds duration from 10 p.m. to 7 a.m.
5A1	Glide-slope angle is set at 40 VASI.
5C1	Runways 15R, 33L and 10-28 are preferential.
5C3	Pilots are informally requested to stay clear of populated areas.
5D	Air carrier operations are distributed on preferential runways.
511	Touch and go operations are prohibited on air carrier runways.
5J	Helicopters are to cross airport boundary at designated points, at 300', and may not use any crossing point more than twice during each time period. A noise-complaint hot-line has been provided by state aviation authorities.
6A	Schools are 1 mile northeast, 3 miles southeast, and scattered in other neighboring areas.
6B	A hospital is 5 miles southeast.
6C	Residential areas extend from northeast, east, and southeast boundaries, with others scattered in all surrounding areas.
6E	A noise-sensitive church is 3 miles southeast, with others scattered in all areas.
6 G	County recreational area is on south airport boundary.

Baltimore-Washington International (Continued)

Part/Subset(s)

Comments

6H

A motel is on northwest airport boundary, with others scattered in all areas.

Part/Subset(s)	Comments
2D6	Airport is 800' above city, with trees around all sides.
6E 6F	A church is $1 \frac{1}{2}$ miles southeast. A drive-in theatre is $2 \frac{1}{2}$ miles southwest.

Binghamton, NY

Broom County Airport

AEA

BGM

Part/Subset(s)	Comments
4D2	Engine runup is prohibited from midnight to 6 a.m.
511	Touch and go flights are prohibited.
6A 6C 6D	A school is $3l/4$ miles southeast. A residential area is $l/4$ mile to $3/4$ miles southwest. Allaire State Park is $ll/2$ miles north.

Belmar, NJ

AEA

BLM

Monmouth County Airport

Greater Buffalo International Bu	alo, NY AEA
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Part	/Subset(s)	Comments
	3A	Committee comprised of FAA, managers, and airline representatives to deal with noise complaints and special procedures.
		(There are also temporary committees organized during election periods by citizen groups.)
	3C	Master plan
	4B1E 4B2B	There is a restriction which permits only one aircraft per hour for runup maintenance from
	4D1 4D2 4E4	11 p.m. to 7 a.m. Runup is to last only 5 minutes and to be located at runup block on Runway23.
	5C3	Runway heading to 3000' for departures.
	6A	College located 1 mile, north-northeast. Schools in west, 2 miles. No problems.
	6C	1 mile southwest quadrant in flight track.

BUF

Cumberland Municipal	Cumberland, MD	ALA	CDE	
Part/Subset(s)	Comments			
2D6	Trees surround airport.			
6A 6B 6C 6E 6H	A school is $1/2$ mile southwest. A hospital is $21/2$ miles north. Residential areas and churches surround airport, with the western side most noise sensitive. A motel is $21/2$ miles west.			

Part/Subset(s)	Comments
2C4	A one-story private industrial research building near the airport has been soundproofed.
2D6	There are trees along the north edge of the airport.
4D1	Runups are made in center of airport with jet blast directed toward trees on the north.
5C1	Jets must use Runway 4-22.
5C3	Departures from Runways 22 and 27 maintain runway heading until reaching 800' altitude. Jets departing to the east must proceed 2 miles from field before turning.
6A	Schools are 1/2 mile west and east.
6C	Residential areas are $1/2$ mile from field in all areas except south, with highest population density on the east.
6E	Churches are scattered in all surrounding areas.
6F	A drive-in theatre is 1 mile east.
6G	A recreational facility is $1/4$ mile south.

Charlottesville-Alk Airport	Charlottesville, VA AEA CHO		
Part/Subset(s)	Comments		
2B1	Zoning is being revised to include noise-contour basis.		
2D6	Trees surround airport.		
4D1	Engine runup is prohibited in airport north area.		
6C	All areas are very sparsely residential.		
6E	Churches are 1/4 mile south and 1/2 mile east.		
6G	A recreational lake is 1 mile north.		

Kanawha	Charleston, WV	AEA	CRW	
Part/Subset(s)	Comments			
2D6	Trees on all boundaries.	Also located or	n top of mountain.	
3B	Part of the Master Plan.			
5 A5	In process of implementa ary or February 1979.	tion - scheduled	for Janu-	
5J	'Keep'em high program.	"		
6A	3 miles, south and east.			
6C	1 1/2 miles, west. South 3 miles.	and east,		
6D	"Coon Skin Park," northeast quadrant on boundary.			
6E	Scattered,			
6G	Park, northeast quadrant	Park, northeast quadrant.		
6Н	3 miles, south, east, an	3 miles, south, east, and west of the airport.		
7A	Noise is no problem exce National Guard aircraft.	pt occasionally	with Air	

Capital City	Harrisburg, PA	AEA	CXY
Part/Subset(s)	Comments		
2B1	City zoning dictates review of confor noise-compatible land use.	struction a	applications
2C3	Homes 1 to 2 miles northwest have been soundproofed.		
2D6	Trees are located on south and west.		
4D1	Three designated engine runup pads are used with blast facing away from homes.		
5H2	Runway 2 is displaced 510' for oba a noise abatement effect.	struction o	clearance with
6A	Schools are 1/4 mile north and be	eyond.	
6B	Hospitals are 3 miles north and 4		
6C	Residential areas, churches and	recreation	facilities are
6E	1 mile north and beyond.		
6G			
6Н	Motels are 1 1/2 miles west.		

Part/Subset(s)	Comments
3A	Approximately 20 area committees are active in encouraging aviation-noise abatement.
3C	An ANCLUC study has been proposed.
4A9	SST aircraft, wide-body jets and four-engine air carrier jets are not permitted.
4B1B	A voluntary curfew restricts air carriers from
4B1E	10 p.m. to 7 a.m. and business jets from 11 p.m.
4B2A	to 7 a. m.
4B2C	
5C1	Runway 18-36 is preferential for jet aircraft operations.
5C2	Arriving aircraft follow Potomac River from 10 miles north or from 5 miles south of the field.
5C3	Departures follow river until 10 miles north or 5 miles south of airport. Maximum climb is specified up to 1,500', with a climb rate of 500' per minute to be maintained thereafter until 10 miles from field.
5E	See comment 5C3
5F	
5I	Flight training is not permitted.
6A 6B 6C 6D 6E 6F 6G	These facilities are located in all surrounding areas and along the Potomac River corridor.
6Н	

Chemung County	Elmira, NY	<u>AEA</u>	ELM
Part/Subset(s)	Comments		
2B1	There is an ordinance which prohibits any residential construction in airport vicinity until a study is completed on the airport. The study is a land use compatibility plan commissioned by the township. The study is exploring the possibility of soundproofing.		
2D0)	Runway 24 in the norther This included 250 acres buffer (one farm home in	of land acquisition	oeen expanded. on with
2D6	Trees in the northeast q study is exploring the po	uadrant of airport ssibility of earth	t. The berms.
3C	Draft completed, final pl	an expected in on	e month.
4D1	Runup maintenance in no out-of-commission runwa		on an
511	Informal restriction - no	touch and go ope	erations
512	between 11 p. m. and 7 a. i		
6A	Northeast quadrant, 2 m miles.	iles. Southwest o	quadrant, 3
6B	Nursing home in northea		2 miles.
6C	Scattered in all quadrant	s.	
6E	Scattered in northeast qu	adrant.	
6Н	East, 1 mile.		

Erie International	Erie, PA	AEA ERI		
Part/Subset(s)	Comment	s		
3B	There was an EIS for extension of Runway 6/25 (500'). Master plan completed.			
4B 1 J	There is an informal procedure which tries to curtail operations of air carrier and military aircraft during night hours and Sunday mornings.			
5C1	Informal procedure requiring a runway heading of Runway 24 until 2000'.			
6A	Schools in all quadrants; nois	se presents no problem.		
6C	All quadrants on boundary, no problems.			
6E	All quadrants scattered, no problem.			
6G	Large recreation facility in north-northeast quadrant.			
6Н	North-northeast quadrant, 3	miles.		
7A	Very few complaints.			

Newark International	Newark, NJ	AEA EWR		
Part/Subset(s)	Commen	<u>ıts</u>		
2A	Port Authority has set maximum departure fly-over noise level of 112 dB PNEL.			
2D8	Port Authority operates noise-monitoring system at airport.			
3A	There are 12 to 15 noise committees in the metropolitan area.			
4D1 4D2	Engine runup is discouraged from 10 p.m. to 7 a.m. in all areas except the northwest, where it is altogether banned during these hours.			
5C1	Runways 4 and 22 are preferent 29 are avoided unless conditions			
5C2 5C3	VFR approaches maintain 2,000 Departures from Runway 22 turn 2,000', turn to 290° and continual cleared by tower to set course to craft departing Runway 4 turn to to 2,000', turn to 290°, and compermitted to proceed on desired departures continue on runway howhere a turn to 265° is made and until clearance is granted by departured heading.	as long as possible. In to 1900, climb to e climbing until to destination. Air- to heading 0600, climb timue climbing until course. Runway 11 eading in 2,000', d that course held		
51	Training flights are not permitte	d.		
6A 6B 6C 6D 6E 6F 6G 6H	These facilities are scattered in with the northwest, west and sou sensitive.			

Flushing Field

Flushing, NY

AEA

FLU

Airport temporarily closed for one year due to safety reasons.

Suffolk County Airport	Westhampton Beach, NY AEA FOK			
Part/Subset(s)	Comments			
2D6	Trees are on the south, between airport and town, with others scattered around airport.			
5C1	Runways 6 and 24 are preferential for departures and landings, respectively.			
5C3	Large aircraft and jets departing from Runway 24 maintain runway heading to 2,000' altitude.			
5J	Aircraft may not fly over Westhampton Beach to the south.			
6A	Schools are 1 3/8 miles south-southwest.			
6C	Residential areas are $11/2$ miles south and northeast, and 3 miles southeast.			
6D	A bird sanctuary is 1 mile southeast.			
6G	Recreational areas, hotels and motels in this resort			
6Н	area are on northeast boundary and 1 mile south, southeast, and southwest.			

Republic Airport	Farmingdale, NY	<u>AEA</u>	FRG
Part/Subset(s)	Comments		
2D6	There is a tree line on east side and a blast fence at the end of Runway 32.		
5C3	Informally, departures from Runway 32 make a right turn to heading 360° and fly out along highway.		
6C 6E	A residential area is $11/2$ miles w A national cemetery is on the east		ndary.

Warren County Air	ort Glens Falls, NY	<u>AEA</u>	GFL	
Part/Subset(s)	Con	mments		
6A	Schools are 2 miles southe	ast.		
6C	Residential areas and churches are 1 mile north			
6E	and 2 miles southeast.			
6G	Recreational facilities are 2 1/2 miles southwest.			
6Н	Motels are 3 miles southwe other areas.	est and scattered in		

Part/Subset(s)	Comments
5J	Large aircraft traffic pattern is informally north of field to avoid population on south and southeast.
6A	A school is 21/2 miles southeast.
6C	Residential areas are 2 1/2 miles southeast and 1/4 mile north.
6E	A church is 1 mile north with others scattered in

southeast.

Hagerstown Regional Airport

Hagerstown, MD

AEA

HGR

Part/Subset(s)	Comments
2D8	A portable noise monitoring system is used to check complaint areas.
3A	Westchester County Airport Advisory Commission, Northwest Greenwich Civic Association, Westchester County Pilots Association and another committee from Greenwich are all active.
3C	An ANCLUC study has been ordered in response to noise litigation.
4B1E 4B2A 4D1 4D2	Jet aircraft observe a voluntary curfew from 11 p. m. to 6:30 a. m. Engine runup is confined to three designated areas in center of field, northwest and northeast, and is restricted from 10 p. m. to 7 a. m. and until 9 a. m. on Sundays.
5C2	Aircraft are to stay above $3,000$ ' until within 2 miles of field.
5C3	Jets and other aircraft over 12,500 lbs. departing Runway 16 must climb to 1,000' or above before turning right, and to 1,500' or above before turning left. Jet departures from Runway 34 must turn to heading of 295° at 1,000'.
5E	Aircraft may use maximum climb to 2,000' or reduce
5F	takeoff thrust, based on pilot's option.
5G	Aircraft are informally encouraged to use minimum reverse thrust.
511 512 513	Training operations are prohibited from 10 p.m. to 7 a.m. and until 9 a.m. on Sundays.
5J	Traffic pattern altitude has been raised to $2,500$ ' for noise abatement.
6A	Schools are scattered in all neighboring areas.
6B	Hospitals are 3 to 4 miles east, southeast, southwest, and northwest.
6C	Residential areas and churches surround the airport,
6E	with highest density northwest and southeast.
6F	Concert halls are 2 miles north and west.
6G	Recreational facilities are scattered in all areas. Motels are 1 1/2 miles northeast and scattered to the
6Н	north and east. EA-26

Tri-State (Walker Long Field) Huntington, WV AEA HTS

Part/S	Subset(s)	Comments
:	2D0A	In the east of the airport, approximately 60 acres was acquired. In the west, about 250 acres. This acquisition was for both expansion and for a buffer. This acquisition has taken place in the past 2 years, and more is planned. It was included in the Master Plan of 1971.
2	2D6	Trees on south, southeast, and west boundaries. Since the airport is located on top of a mountain, the airport itself is a natural barrier.
3	BB	Included in the Master Plan.
6	6B	There is a Veterans Administration hospital located approximately $2\ 1/2$ miles away from the northwest boundary.
7	7A	Very little noise problem at this airport.

Dulles	International	Airport

Washington, D. C.

AEA IAD

Part/Subset(s)	Comments
2B1	Fairfax County on the southeast and Loudoun on the northwest review construction applications for compatibility of intended land use with proximity of airport.
3A	A number of small complaint committees arose in opposition to the Concord, but are largely inactive at present.
3C	An ANCLUC study has been proposed.
4B1B 4B2C	The Concord SST may not operate from 10 p.m. to 7 a.m.
5A4	This procedure is specified for Concord approaches only.
5J	SST aircraft are routed west of field whenever possible.
6A 6C 6E 6G 6H	These facilities are located in Sterling Park, 3 miles northeast; Centerville, 5 miles south, and Reston, 3 miles east.
7G	Concord operations have been responsible for many of the complaints.

Niagra Falls Interr	national	Niagra Falls, NY	<u>AEA</u>	IAG
Part/Subset(s)		Comments	3	
Military aircraft avoid noise-sensitive areas vicinity.			in	
6C	all side	ential areas extend from air es except to the north.		
6E	A chur	hurch is 1 mile southwest, with others scattered ll areas.		
6F		ention center is 5 miles so		
6Н		are approximately 300 hotelle radius of the airport.	els and mote	els within

Greater Wilmington	Wilmington, DE	<u>AEA</u>	ILG	
Part/Subset(s)	Comments			
2C1 2C2	A technical school and hospital 3 m been soundproofed.	iles northw	est have	
3A	Noise committee was organized by airport to represent them, the FAA, users and other interested parties.			
5C1	Preferences are informally to avoid use of Runway 27 for landings or Runway 9 for departures.			
511	No turbojet or four-engine training is permitted on Runway 9-27.			
512	No turbojet training is allowed from	n 10:30 p. m	n. to	
513	7 a. m. or Sunday until 11 a. m.			
6A	A school is 1 mile east.			
6B	A hospital is 3 miles northeast, wi 3 miles northwest.	th another p	proposed	
6C	Residential areas extend from eas are 1 mile west and beyond.	t boundary a	and others	
6E	A church is 1/2 mile east, with oth	ers beyond.		
6Н	A motel is $1/2$ mile southeast.			

Williamsport-Lycoming County Williamsport, PA AEA IPT

Part/Subset(s)	Comments
2D6	Trees are located on west and south boundaries.
6A	A school is 1/4 mile north.
6C	Residential areas and churches extend north from airport
6E	boundary, widening into the northwest.
6H	Motels are 3 miles north and west.

Part/Subset(s)	Comments
2A	City owns airport and sets regulations and procedures.
2B1	The City and county zoning authorities review construction applications for compatible land use, and are buying land around airport for rezoning to industrial. No residential construction has been permitted in airport vicinity for 3 or 4 years.
2D0A	About 250 acres holding 15 homes have been ac-
2D0B	quired on the east.
2D7	Runway 6-24 has been extended 1,000' to alleviate need for aircraft to circle to the southwest over populated areas.
2D9	Monitoring system is located on south part of airport.
3A	'Citizens Reacting Against Sudden Holocaust' (CRASH) is a committee from the northeast. The Birchwood Homeowners' Association, on the east, has been less active recently.
3C	An ANCLUC study has been proposed.
	121 12 1020 0 starty 1225 Seen proposed.
4D1	Engine runup is restricted to southwest area and
4D2	from 7 p. m. to 7 a. m.
5C1	Runway 33L is preferential for arrivals and takeoffs.
5C2	Approaches are from high altitude with steep glide slope.
5C3	Departures from Runways 24, 33L, 28 and 15R climb on runway heading to 2,000' and then turn to course 1500 or 1800.
511	Touch and go flights use Runway 33R. Jet and large air carrier aircraft training has been discontinued.
5J	Traffic pattern altitude is set at 1,100' for aircraft under 12,500 lbs., and 1,500' for those aircraft weighing more than 12,500 lbs.
6A	Schools are scattered throughout all adjacent areas, and particularly 3 miles northeast and southwest, 4 miles northwest and 5 miles east.
6B	A hospital is 8 miles southeast and a nursing home is 2 miles southwest.

Islip-MacArthur Airport(Continued)

Part/Subset(s)	Comments	
6C	Residential areas and churches surround airport	
6 E	from boundary and beyond, with highest density on the east.	
6F	Jones Beach is 12 miles southwest,	
6G	Parks are located in all surrounding areas.	
6Н	Motels are $1/2$ mile southwest and scattered in other areas.	
7D	Complaints have decreased greatly over past 3 years in response to procedural changes in flight operations.	

Tomkins County Airport	Ithaca, NY	<u>AEA</u>	ITH
Part/Subset(s)	Comm	ents	

Part/Subset(s)	Comments
2D6	Trees are on all sides of airport.
6A	A school is 2 miles southeast and Cornell University is 4 miles southeast.
6C	Residential areas are 2 miles north and $2 \frac{1}{2}$ miles south and beyond. All neighboring areas are sparsely residential.
6D	A wildlife study site is $1/2$ mile east.
6 F	A stadium is 4 miles southeast.
6G	A golf course is 3 miles southeast.
6H	A motel is 1 1/2 miles southwest.

Part/Subset(s)	Comments
2A	Maximum PNEL levels have been established for departures of 112 dB.
2D6	Blast fences are located at various points around boundaries and ends of runways.
2D8	Noise-monitoring system is operated by New York- New Jersey Port Authority.
3A	There are 12 to 15 airport noise committees in the metropolitan area.
3C	Port Authority studies have included most ANCLUC components.
5.A5	Profile-descent program will be implemented in the near future.
5C1	A special computer-based Dynamic Preferential Runway System uses weather, traffic and other inputs to suggest the most appropriate selection of runway preference for each six-hour period. The programming of this system incorporates factors that help distribute unavoidable noise equitably in surrounding populated areas. A Midnight Runway Selection System (called MRLS) operates from 11 p. m. to 7 a. m. to direct traffic over water areas to the southwest. Conditions permitting, Runway 13R is ordinarily most preferred.
5C2	Aircraft on the Canarsie Approach come in over the Atlantic from the southwest and follow lead-in lights for the final 2.6 mile curving approach to insure compliance with proper noise-abatement flight path. All arrivals are to maintain 2,000' altitude for as long as possible before landing. All other approved approach paths, like the Canarsie, direct flights over water areas or the least populated portions of neighboring land.
5C3	Aircraft are directed to climb as rapidly as is practical before reaching populated areas. Departure from Runway 13R from 11 p. m. to 7 a. m. turn to heading 185°. Departures from Runways 31R, 31L 4L, turn hard right immediately after takeoff.
5H2	Runways 22R and 31L have been displaced 3,019' and 1,033', respectively, for landings.
5 I	Flight training is not allowed.

Part/Subset(s)	Comments	
5J	There are a number of procedural and restrictive details regarding runway selection, approach and departure paths, and other measures for noise abatement. Descriptions of these details are too lengthy for inclusion here.	
6A 6B 6C 6D 6E 6F 6G 6H	Noise-sensitive facilities of all types are located 3 miles west and immediately northwest, north, and east of airport.	

Latrobe Airport	Latrobe, PA	AEA	LBE
Part/Subset(s)	Comments		
2D7	New Runway 5-23, under construction, will alleviate aircraft noise impact on populated areas. It will have a threshold displaced 1,000' for noise abatement.		
3C	A study done for the new runway dever most ANCLUC components.	lopment	included
4D1	Engine runup must be done only between 8 a.m. and		
4D2	5 p.m. on weekdays in the designated southwestern area.		
5C1	Runway 23 is preferential for both lar	ndings ar	nd departures.
5H2	Runway 5-23, when completed, will hadisplacement for landings.		-
6A	A school is 3 miles east.		
6 B	A hospital is 3 miles north.		
6C	A residential area is 1 mile northeast.		
6E	St. Francis School and Church are 1 r	nile nort	th.
6G	A stadium is 3 miles northeast.		
6H	Motels are 1/2 mile northeast and 3 m	iles wes	st.

Linden Airport	Linden, NJ	<u>AEA</u>	<u>rd</u> î
Part/Subset(s)	Comments		
3A	It has been about 2 years since a committee from Linden in the west presented a noise petition.		
5C3	Departures from Runway 27 are informally required to turn left as soon as possible after turnoff and follow highway when possible visually.		
6A	A school is 1 mile north.		
6C	Residential areas extend from west, northwest and north boundaries. Area to northeast is partially residential.		
$6\mathbf{E}$	Churches are scattered throughout	residentia	l areas.
6G	A park is $1/4$ mile northwest.		
6Н	A motel is $1/4$ mile west.		

Part/Subset(s)	Comments
2A	New York-New Jersey Port Authority has set maximum PNEL levels for departures and flights over surrounding communities.
2D6	Elast fences have been located at strategic points on boundaries and near runways.
2D8	Port Authority operates noise-monitoring system.
3A	Twelve to 15 noise committees are active in the New York City area.
3C	Port Authority studies have included virtually all ANCLUC elements.
4 A9	Four-engine jets may not use this airport.
4D1 4D2	Runups are done on the northwest side. Full-power runup is prohibited from 11 p.m. to 7 a.m.
5 <i>A</i> 5 5C1	Profile-descent program will soon be implemented. When wind permits, Runways 13 and 31 are used for departures from 6 a.m. to 10 p.m. and from 10 p.m. to 6 a.m., respectively. Runway 22 is preferential for landings at all times, wind permitting.
5C2	Expressway and river approaches are preferential when visibility permits.
5C3	Departures from Runway 31 turn to heading 170° and proceed to 1,500' for left climbing turn or 1,700' for right climbing turn. Turns are controlled by tower to achieve dispersal of successive flights over adjacent communities.
5D	See comment 5C3.
5I 5J	Flight training operations are not permitted. Aircraft are to avoid Shea Stadium during games.
6A 6B 6C 6D 6E 6F 6G 6H	All types of facilities are found in all adjacent areas, with the southeast, southwest and northwest most noise sensitive.

EA-39

Lancaster Airport	Lancaster, PA	<u>AEA</u>	LNS
Part/Subset(s)	Comments		
5C2	Approaching jets maintain 5,000' until final descent, and all approaches are from the west when conditions permit.		
5D	Practice approaches are rotated.		
5E	High-performance aircraft are to use maximum climb on takeoff.		
6C 6E	Residential areas are 3 miles north and south. A religion-sponsored old folks' home is located on airport south boundary.		

Greenbriar	Valley	Airport

Lewisburg, WV

AEA

LWB

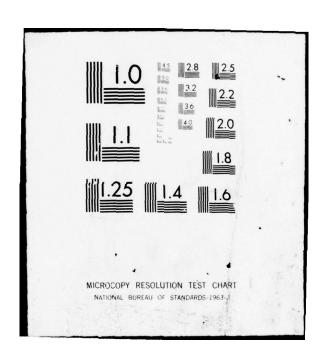
Part/Subset(s)	Comments
6C	Residential areas are 3 miles west and 4 miles southwest.
6E	Churches are scattered in all areas.
6F	Outdoor theatre is $1/2$ mile west.
6G	A golf course is 3 miles southwest.
6H	Greenbriar Resort is 5 miles southeast.

Lynchburg Municipal	Lynchburg, VA	AEA	LYH
Part/Subset(s)	Commer	nts	
2C1 2D6	A seminary 2 miles northeast harmonic surround airport.	as been sound	proofed.
6A	A school is 1 1/2 miles west.	1 /9 mil	
6C	Small scattered residential area northwest and 1 1/4 miles north	east.	е
6E	A seminary is 2 miles northeas	t.	

Part/Subset(s)	Comments
2D6	Tree line on south, west, and north boundaries.
$\left. \begin{smallmatrix} 4D1 \\ 4D2 \end{smallmatrix} \right\}$	From 11 p. m. to 6 a. m. runup is allowed in the east only.
51	Self-imposed restriction by users to curtail training from ll p. m. to 6 a. m.
6 A	Northeast quadrant, 2 miles.
6C	2 miles, east; 2 miles, north.
CT.	2 miles, northeast quadrant; 1 mile, northwest.
6E	Scattered. No problems.

Morgantown Municipal	Morgantown, WV	AEA MGW
Part/Subset(s)	Commen	ts
6A	University of West Virginia is 3	miles northwest.
6B	A hospital is 3 miles northwest.	
6C	Residential areas are 3 miles no residences south.	orthwest with some
6G	Recreational areas are 1 mile so northwest.	outhwest and 3 miles

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Part/Subset(s)	Comments
2A	Litigation by noise committees has led to city regulation of airport procedures.
2D1A	Fly-over rights have been purchased in several adjoining areas.
3A	Airport manager, FAA, users and interested parties participate in an ad hoc committee.
3C	An ANCLUC study has been proposed.
4A0	Jets and large air carrier aircraft must have prior
4A1	management approval for landing on Runway 12 and departure on Runway 30.
4D1	Runup must be performed in designated areas, and
4D2	are not permitted from 11 p.m. to 7 a.m.
4D4	Taxiing aircraft are restricted to minimum thrust and 15 mph speed.
5C1	Runways 5 and 23 are preferential.
5C3	Runway 23 departures turn to course 210° at 500' and climb on that course to 1,500'. Departures from Runways 5 and 30 maintain runway heading to 1,500 altitude. Runway 12 departures turn to heading 100° at 300' and continue to 1,500'.
511	Touch and go flights are not permitted on Runway 30
512	or during hours of darkness.
6A	Schools are scattered throughout northwest and south- west areas, with a number of complaints received from a college 8 miles south.
6C	Residential areas, churches, and recreational
6E	facilities are scattered in all areas.
6G	
6Н	Motels are 2 to 3 miles northeast and northwest and beyond.

Part/Subset(s)	Comments
2B1	Zoning includes city and state participation. State zoning board reviews construction applications based on noise contour areas.
2B2	Zoning board may specify building materials and methods for soundproofing within 55 dB contour.
2D5	Air National Guard uses noise-suppression equipment.
5C1	Runway 14-32 is preferential.
5C3	Departures from Runway 14 are to turn to heading 190° or 290° when 1 mile southeast of field and then climb to 2,000'. Aircraft departing Runway 32 are to turn right to heading 360°, climb to 1,300', and then take heading 190°.
5I1	Touch and go operations are prohibited from 11 p. m.
512	to 7 a. m., and aircraft weighing more than 12,500 lbs. must have prior management approval for touch and go operations at any time.
	8
6C	Residential areas and churches are 1 1/2 to 2 miles
6E	southeast and northwest.

Part/Subset(s)	Comments
2D6	Trees are located on all boundaries.
5C1	Runway 26 is preferential when air is calm.
5C3	West departures from Runway 26 turn 200 left to avoid hotel.
511	Touch and go operations are not allowed.
6C	A residential area is 1/4 mile east.
6E	A church is located on north boundary of airport, with others scattered in the northeast.
6H	A hotel is $1 \frac{1}{2}$ miles west.

Part/Subset(s)	Comments
2D5	An earth berm is near terminal on the northeast.
3B	An ANCLUC study is being completed.
4A9	Touch and go operations by aircraft weighing more than 30,000 lbs. may not be performed on Runway 5-23. Runway 13-31 is not approved for touch and go operations by aircraft of more than 12,500 lbs.
4D1	weight. Aircraft facing southeast at the approach end of Runway 5 are not permitted to engage in engine runup maintenance. Engine runup is permitted on the approach end of Runway 32.
5C3	Touch and go flights are given preferential departure tracks which include a turn at airport boundary.
511	See comment 4A9.
6A 6B 6C 6E	A school is 1 mile sothwest. A hospital is 2 1/2 miles southwest. Residential areas and churches are 3/4 mile and beyond on the northwest, north and northeast, and are scattered in other areas.
6F 6G 6H	A stadium is 1 mile southwest. Golf courses, playgrounds and motels are scattered throughout all neighboring areas.

Patrick	Henry	International
Airport		

Newport News, VA

AEA PHF

Part/Subset(s)	Comments
2B1	Construction applications are reviewed for land use compatible with airport proximity. All adjacent areas are zoned for industrial use.
2C2	Soundproofing is included in the planning for a proposed hospital to be located 1 1/2 miles southwest.
2D0A 2D0B 2D6	A 420-acre farm and 21 homes north of the airport have been purchased. Trees surround the field except to the south.
3C	A study done here included all ANCLUC elements.
4A6 4B1A 4B2C	Aircraft weighing more than 12,500 lbs. may not engage in flight training operations from 10 p.m. to 6 a.m.
5C1 5C3	Runway 7 is preferential. On Sunday mornings, aircraft must reach 2,000' altitude or 2 miles distance before turning left from a Runway 7 departure or right from a Runway 2 departure. All departing aircraft are to maintain runway heading at all times until contacted by Norfolk Control.
511 512	Low approaches, practice flights and touch and go operations are prohibited from 10 p.m. to 6 a.m. for aircraft weighing more than 12,500 lbs.
6E	A church is 3 miles northeast.

Personal Comment
Comments
Departures from Runways 27R and 27L turn to heading 225° after takeoff and continue to 2,000' altitude. Departures from Runway 9 maintain runway heading to 2,000' altitude to stay over river.
Residential areas are 1/2 mile west and 5 miles southeast.
A church is 1 mile west.
Motels are scattered in all surrounding ares.

Philadelphia, PA

AEA

PHL

Philadelphia International

Greater Pittsburgh International Pittsburgh, PA AEA PIT

Part/Subset(s)	Comments
2D5	Military aircraft and Allegheny Airlines have shed-type suppression equipment for runway maintenance.
2D6	Trees surround airport.
3B	Master plan completed. An ANCLUC study is proposed.
5A5	Program in process of completion.
5C1 5C2 5C3	For departures off Runway 14, aircraft are instructed to maintain heading for 1 mile or 3000' before proceeding on course.
	For departures after 11 p.m. use Runway 28R, maintain heading for 1 mile or 3000'.
	All jets departing Runway 28R must be aligned with runway heading prior to applying takeoff power.
6A 6B 6C 6E 6G	East, 1-2 miles. East, 3 miles. East, north, 1-3 miles and beyond. East, north, scattered. All quadrants, golf course 1/4 mile. East, east-northeast 1 mile.
7 F	3 to 5 complaints per week.
Note:	There is an active military base on the airport. There also has been a great deal of acquisition at the airport for expansion, partially in the approach area of a proposed new Runway 28L on the east of the airport. There has been an increase in the number of complaints received since the beginning of the acquisition program.

Wood County-Gill Robb Wilson Field

Parkersburg, WV

AEA

PKB

Part/Subset(s)	Comments
2D6	Trees are located on west and south sides of field.
5J	Air National Guard aircraft no longer fly over city during evening hours.
6C	Residential areas are on east airport boundary and 1 mile southeast.
6G	A park is on airport east boundary, and a drive-in theatre is 2 miles south.

Part/Subset(s)	Comments
2D6	Trees parallel Runway 6-24 on the north.
3A	A noise committee is active northwest of the airport.
4A9 4D1 4D2	Large aircraft use Runway 6-24 only. At night, runups must be done on Runway 6-24.
5C1 5I1 5I2 5J	Runway 6-24 is preferential. Touch and go flights and multi-engine approaches are prohibited from 10 p. m. to 8 a. m. Runway 10-28 was closed 10 years ago for noise abatement.
6A 6B 6C 6E 6H	An industrial training school is 3/4 mile northeast. A hospital is 2 miles southwest. Residential areas and churches are 1/2 mile and beyond in all directions. A motel is 1 1/2 miles southwest.

Dutchess County A	irport	Poughkeepsie, NY	<u>AEA</u>	POU
Part/Subset(s)		Comments		
3A		ane Homeowners' Associat gers Falls, 1/2 mile southw		1
4D1 4D2	Runup n	nust be done in northwest anly.	rea during	daylight
6C 6E	A church	ential area is 1/2 mile sout h is 1/4 mile northeast, wi outhwest.	hwest. th others s	cattered

Reading Municipal	Reading, PA	<u>AEA</u>	RDG
Part/Subset(s)	Comments		
2B2E	Soundproofing in airport vicinity h	as been prop	posed.
3D	The airport is interested in ANCL	UC study pa	rticipation.
6A 6C	Schools are 2 to 3 miles east and Residential areas are 1 1/2 miles southeast and beyond.		
6D	Mt. Penn, Pagoda, and Skyline Dr	rive are nea	rby.
6E	Churches are scattered throughou	t residential	areas.
6G	Golf courses are on east boundary	and 2 miles	s west.
6H	A motel is 3 miles east.		

Richard Evelyn Byrd International Richmond, VA AEA RIC

Part/Subset(s)	Comments
2D5	Air National Guard, east of the airport.
5A5 5C1 5C2 5C3 5I1 5I2 5I3	In process of completion. Informal program - from 10 p. m. to 7 a. m. twin engine aircraft and larger are restricted from landing on Runway 20 and departing on Runway 2. Between the hours of 10 p. m. and 7 a. m. aircraft not based on the airport are not permitted to make practice approaches to airport. Also, no touch and go operations on Runways 2 or 20 for twin engine or larger (24 hrs. daily).
6A 6C 6E 6G 6H	North, 1 1/2 miles. North, 1 1/2 miles. North, 1 1/2 miles. North, 1 1/2 miles, baseball field and tennis courts. North, 3/4 mile.
7A	No noise problems.

Part/Subset(s)	Comments
2B1	Any building built near airport must have prior clearance by the local zoning board. Must receive a special zoning permit.
2B2E	This ordinance may prescribe special soundproofing for buildings proposed.
2D6	Airport is in process of planting trees around boundaries for noise purposes.
3B	Master Plan. Also there was an EIS completed for the extension of Runway 5/23.
5A1	This procedure is due to terrain.
6A	Southwest quadrant, 1 1/2 miles. Northwest quadrant, 1 1/2 miles. Northeast quadrant, 2 1/2 - 4 miles.
6B	South-southeast, 4 - 6 miles.
6C	South-southeast, $1 \frac{1}{2}$ - 6 miles (Southeast quadrant is the worst)
6D	Thomas Jefferson Forest - 4 miles north.
6E	Southwest, 2 miles. Others scattered.
6F	Civic centers - southeast, 3 miles; southwest,
6G	5 miles.
6H	All quadrants.

Rochester - Monroe County

Rochester, NY

<u>AEA</u>

RCC

Part/Subset(s)	Comments
2A	City development of aircraft noise restrictions is underway.
2D7	Runway 4 is being extended to permit higher approaches.
3A	The 19th Ward Committee in the northeast represents residents under the approach to Runway 4, and residents of Chili on the west have organized.
3C	An ANCLUC study is underway.
4A9	Jets may not use Runway 7 for departures at any time, or Runway 10 when wind is under 15 knots.
4D1	Engine runup for jets and turbojets is restricted to pad of Runway 4.
4D2	Engine runup is prohibited from 10 p.m. to 7 a.m.
5C1	All aircraft use Runway 4-22 from 11 p.m. to 7 a.m. unless cross-wind is over 15 knots.
5C3	Aircraft departing Runway 4 use runway heading to 1200' and make climbing left turn to heading 010 degrees.
511	Touch and go operations and practice approaches are
512	restricted from 11 p. m. to 7 a. m.
5J	''Keep'em High'' program is in effect until profile descent program is fully implemented.
6A .	Schools are 1 mile and further in all directions.
6B	Hospitals are $1 \frac{1}{2}$ and 2 miles east.
6C	Residential areas and churches surround airport, with
6E	highest concentration on the northeast and west.
6 F	Eastman Conservatory Theater is 3 1/2 miles east, with an outdoor theater 2 miles south.
6G	Recreation facilities, hotels and motels are scattered
6H	in all neighboring areas.

Salisbury-Wicomico County Airport	Salisbury, MD	<u>AEA</u>	SBY
Part/Subset(s)	Comments	STATE OF STREET	
3C	A study by State Department of Tr contains all ANCLUC elements.	ansportatio	on
6C	A residential area is 1/2 mile nor	thwest.	

irport
į

Schenectady, NY

AEA SCH

Part/Subset(s) Comments 2D5 Air National Guard uses noise-suppression equipment on the north side of airport. 3A Glenville Homeowners' Association, on the north, has a noise committee. 6A A school is on the west airport boundary. A hospital is 2 miles south. 6B 6C Residential areas extend from west and northeast boundaries, with city 2 miles south. 6E Churches are scattered throughout residential areas. Civic center is 2 miles south. 6F Motels are scattered in all areas. **6H**

Stewart Airport	Newburgh, NY	<u>AEA</u>	SWF
Part/Subset(s)	Comment	8	
2D6	Trees surround airport.		
5C1	Runway 9-27 is preferential.		
5C3	Runway 9 departures make left to	ım 1 1/2 mil	les from
5H2	field, all others maintain runway Runway 9 threshold displacement construction.	t of 2,000' is	s under
5J	Turbojet traffic pattern is north	of airport, a	and
	VASI lights keep aircraft high ov	er noise sen	sitive areas.
6A	A school is 2 miles northeast.		
6B	A hospital is 3 miles east.		
6C	Residential areas are on south p tary housing) and 2 miles norther	art of airponast.	rt (mili-
6H	A motel is 1 mile east.		

Part/Subset(s) Comments 2BZoning reviews construction applications for landuse compatibility. 2C3 Apartments and homes 1/2 mile northwest and 2 miles east have been soundproofed. 2C5 A post office to the northwest has been soundproofed. 2DOA A number of homes on the north and east boundaries have been acquired. 2D6 There are trees on the north and east airport areas. 2D7 Extension of Runway 14-32 1,000' northwest. 4 A9 Air carrier flights are not permitted on Sunday mornings and Runway 14 departures are prohibited from 11 p.m. to 9 a.m. for all aircraft. 4D1 Runups are restricted to center of field and from 4D2 11 p.m. to 9 a.m. 5C1 Runway 28 is preferential. 5C3 Runway 10 departures maintain runway heading to middle marker of Runway 28 and Runway 28 departures may not turn inside airport boundary. Air carrier departures before 9 a.m. from Runway 14-32 must be specifically requested by pilot for feasibility reasons. 5I1 ' Air carrier training is not permitted from 11 p.m. 512 to 7 a.m. or on Sunday mornings. Boeing 747 513 aircraft may not engage in training flights at this field at any time. 'Keep 'em high' program is in effect until profile **5.**I descent program is fully implemented. 6A Schools are 1/2 mile northwest and beyond. 6C Residential areas, churches, and recreational 6Efacilities are scattered throughout the areas southwest 6G and northwest of airport, beginning 1/2 mile from boundary. **6H** Motels are scattered 2 miles west and beyond.

Teterboro Airport	Teterboro, NJ	<u>AEA</u>	TEB
Part/Subset(s)	Comments		
2D6	Trees are scattered along the eas sides of airport.	t and southeas	st
3A	A hospital and a homeowners' ass noise committees in the northwest		formed
4D1	Engine runup is performed in the of the airport.	south-central	area
5.A5	Profile descent program will soon	be implemen	nted.
5C1	Runways 1 and 19 are used for lar respectively, from 10 p.m. to 7 a	nding and dep	arture,
5C2	Turbojets and other aircraft over	12,500 lbs. u	
5C3	noise preference Runway 2 and m heading to 2,000'.	aintain runwa	ıy
5 F	Take-off thrust reduction is informafter reaching a safe altitude.	nally request	ed
5J	Helicopters are given least noise- paths by the control tower.	sensitive flig	ght
6A	Schools are located on the west ai and beyond.	rport boundar	ry
6B	A very noise-sensitive hospital is	4 miles nort	hwest.
6C	Residential areas and churches s		
6E	with the highest population density	y on the west.	
6F	A stadium is 3 miles southwest.		
6H	Motels are located on all sides of	airport.	

Part/Subset(s)	Comments
2A	City prohibits flight below 1,500' within city limits, restricts turns to aircraft above 600' or 2 miles from field, does not permit touch and go operations or flight training on Runway 16 by aircraft over 12,500 lbs. or by jet and turbojet aircraft. Jets, turbojets, and other aircraft over 12,500 lbs. may not engage in training flights from 10 p.m. to 7 a.m. by city regulation. City also prescribes use of maximum climb during takeoff by all multiengine aircraft.
2B1	Zoning reviews new construction on undeveloped property for compatible land use. The communities of West Trenton, Fernwood, Somerset, Scenery Hill and Ewingville have airport-related zoning.
2D0A	County is acquiring land around airport, except to southeast, for compatible land use. A number of homes and farmland have been purchased.
4A0	County prohibits the use of Runway 16 for flight
4A3	training by jets, multi-engine aircraft, or any
4 A6	aircraft weighing 12,500 lbs. or more.
4D1	Runup must be performed next to blast fence on north end of airport.
4D2	Runups are discouraged at night.
5A1	Pilots are informally requested to use a greater than 30 glide slope.
5A5	Profile descent program is in the process of implementation.
5C1	Runways 24 and 34 are preferential.
5C2	Approaching aircraft will maintain 1,500' for as long as possible.
5C3	No turns are permitted by departing aircraft which have not passed beyond airport boundary, which have not reached 600' if below 12,500 lbs., or which have not reached 1,500' if over 12,500 lbs.
5E	Jets, large multi-engine and air carrier aircraft use maximum safe climb on takeoff.
511	Training operations are prohibited from 10 p.m.
512	to 7 a.m. and may not be performed on Runway 16 by jets or aircraft over 12,500 lbs.
5J	Helicopters are to avoid blade slap in noise-sensi- tive areas and are to minimize blade slap during

Mercer County Airport (Continued)

Part/Subset(s)	Comments
5J	descent, which is to be from the highest feasible altitude. All pilots are to avoid noise-sensitive areas on the southeast during Sunday morning hours. Traffic pattern altitude are 1,200' and 1,500' for aircraft below and above 12,500', respectively.
6A	Schools are $1/2$ mile southeast, $3/4$ mile southwest, $1 1/2$ miles southeast and northeast, and $2 1/2$ miles northeast.
6B	A hospital is 1 1/2 miles southeast.
6C	Residential areas and churches are all around
6E	airport, with the most noise-sensitive area in the south and southeast.
6F	A stadium is 2 miles northeast.
6 G	A golf course is $1/4$ mile west.

Cape May County Airport

Wildwood, NJ

AEA WWD

Part	/Subset(s)	Comments
	2C5A	A senior citizens' center on the airport has been soundproofed.
	2D6	Trees are being planted around airport for noise abatement.
	3B	A master plan study included all ANCLUC elements.
	6C	A residential area is 3 miles west.
	6E	Churches are 3 miles west.
	6G	A soundproofed senior citizens' center is on the airport.
	6H	Hotels and motels are 3 miles west and northwest, near beach.

Allentown Queen City Municipal Allentown, PA AEA 1N9

Part/Subset(s)	Comments
2D6	Trees are located on north airport boundaries.
511	Touch and go operations are discouraged.
6A	A school is 2 miles northwest.
6B	A hospital is 1 mile northwest.
6C	Residential areas and churches are 1 mile northwest
6E	and beyond.

Chester County-G. O. Carlson Airport	Coatesville, PA	<u>AEA</u>	<u>40</u> N
Part/Subset(s)	Comments		
2D6	A treeline borders Runway 29 in th	e south.	
3A	A noise committee is from Sadsbur	y Tow ns hip	
$\left.^{\mathrm{4D1}}_{\mathrm{4D2}}\right\}$	Unless prior approval is obtained, be performed between 8 a.m. and 5 in designated areas.		
5C1	Runway 29 is preferential.		
5C3	Departures from Runway 29 turn le takeoff to avoid populated areas. D Runway 11 turn 10° right to avoid h	epartures f	
511	Jet training flights and all touch and prohibited.		ons are
6B	A hospital is 2 miles east.		
6C	Residential areas are 1 mile northwand 3 1/2 miles north.	vest, 3 mile	es east
6F	A union hall is 3 miles northeast.		

GREAT LAKES REGION

ILLINOIS
INDIANA
MICHIGAN
MINNESOTA
OHIO
WISCONSIN

GREAT LAKES

Don't (Out - off o)	Comments
Part/Subset(s)	Comments
2B1	A review process exists for construction applications which are granted or denied on the basis of land use compatibility.
2D0A }	Land was acquired to the south which was comprised of approximately 40 acres for clear zone and noise buffer reasons.
5C3	Tower procedure to climb on runway heading until reaching 500' AGL.
512 513	No flight training on Sunday mornings.
6A	Schools, northeast quadrant, 3/4 mile; northwest quadrant, 2 miles and 3 miles.
6B	Northwest, 3 1/2 miles.
6C	Residential areas in all quadrants from the boundary on out.
6D	Mounds State Park in the southwest quadrant of the airport.
6E	Churches scattered throughout all quadrants. The most noise sensitive is in the northeast quadrant, 1/2 mile.
6G	Parks, tennis courts, swimming pools, in all quadrants.
Note:	To the east side is Chesterfield; to the south side is an unincorporated community called Eastwood; to the west side is Anderson; and to the north side is an unincorporated community called Emerald Glen.

Anderson, IN

AGL

AID

Anderson Municipal

Akron Municipal	Akron, OH	AGL	AKR
Part/Subset(s)	Comments		
6A	Schools are located 1 1/2 miles i	ortheast.	
6B)	Hospitals are scattered between		s -
6C }	northwest, northeast and due we		
6E	Scattered throughout the resident		
6 F	Concert Hall in the northwest quad to 5 miles.		veen
6G	Scattered in all quadrants.		
6Н	Motels and hotels in all quadrant 1 to 5 miles away.	s except the	e south,
Note:	There is a lake due south, $1/4$ m 1 mile.	iles extend	ling to

Civic Memorial	Alton, IL	AGL	ALN
Part/Subset(s)	Comments		
2D6	Trees are in the west boundar	y.	
3A	Noise abatement committe kn Heights Improvement Associat		v ood
5 12 5J	Restrict flight training. ILS a Two noise procedures: 1. An avoid the area west of the airp to avoid the noise sensitive are	informal proport. 2. Heli	ocedure to icopters
6A	Schools in all quadrants, except The closest school is approximal airport.	•	from the
6B	Scattered throughout except the The closest hospital is approx		es west.
6C	Near all boundary areas excep		
6E	Scattered in all residential are except the east.	as in all dire	ections
Special note:	To the western section of the Rosewood Heights and to the n Bethalto.		

Anoka County - Janes Field Minneapolis, MN AGL ANE

Part/Subset(s)	Comments
2D8	The Metropolitan Airport Commission (MAC) has a portable noise monitoring system.
3C	MAC is in the process of upgrading the status of the airport from a general utility airport to a business operation. Noise control and land use compatibility studies are being conducted.
6A	School in the south section, 3/4 mile from the boundary. South section, 1 mile from the boundary, and the west section, 3/4 mile from the boundary.
6B	2 miles south.
6C	East, west, south section from the boundary out to 5 miles. The worst area is in the south.
6E	Scattered throughout residential. Most noise sensitive is in the south section, 3/4 mile.
7C	10 - 25 complaints per year.

Allen County	Lima, OH	AGL	<u>AOH</u>
Part/Subset(s)		Comments	
6A	Northwest quadrant, 31	/2 miles.	
6C	Northwest of airport, 3 miles and southeast of airport, 2 1/2 miles.		
6E	Religious structures are scattered in the northwest and southeast quadrants from 2 to 3 miles		
6G	Parks are scattered in quadrants.		ıtheast

Phelps Collins	Alpena, MI	AGL	APN
Part/Subset(s)	Comments		
2D5 2D6	Military has shed-type suppre Trees on the east boundary as		ent.
4D1	Military restricts the location northwest quadrant.	of engine run	ups to the
5J	Informal request to the milita miles east of the airport.	ry to avoid the	e city, 6.5

Part/Subset(s)	Comments
2A	City prescribes noise abatement procedures for the airport. Aircraft cannot fly below 1200' AGL over populated areas in the north-northeast.
2B1	Areas around airport have been zoned industrial (low-noise zoning).
2D6	Trees on all quadrants, except the north and north- east sections, which is industrial.
3A	Noise committee, on the northeast quadrant from the Georgetown area, 1 mile from airport, brought an injunction against the airport to try to limit airport expansion.
4A6	Any aircraft 12,000 lbs. or over must have prior approval from the airport management to land.
5C1	Preferential calm wind runway is Runway 24.
5C2	Special traffic patterns include a left traffic pattern for Runway 6, right pattern for Runway 12, and a left pattern for Runway 30.
5C3	When departing on Runway 6, pilots are requested to make a maximum climb or turn to the north or south to avoid the Georgetown area in the northeast quadrant.
5D	Restriction on maximum climb for takeoffs.
6A	School, northeast quadrant, 2 miles.
6B	Northeast quadrant, 4 miles.
6C	Residential area called Georgetown in northeast quadrant, 1 mile; Ann Arbor is 4 miles north of the airport.
6E	Church, northeast quadrant, 2 miles.
OTT	North and northern to the Full of the Land

North and northeast sections, 3 to 5 miles from boundary.

Ann Arbor, MI

AGL

ARB

Ann Arbor Municipal

6H

Part/Subset(s)	Comments
2A	Runway 17/35 is preferential by grant agreement.
2D6	Earth berm and 200 trees on north end of Runway 17 for noise abatement.
3A	Kalamazoo airport Advisory Board has subcommittee on noise which informs citizens and users of noise abatement procedures and complaints.
4B1E	No turbojet aircraft during curfew period.
4D1	Southend of Runway 17/35, its intersection with Taxiway A, or east end of Runway 9 are preferred for engine runup.
4D2	Restricted from 11 p. m. to 7 a. m.
5C1	Runway 17 for takeoff and Runway 35 for landing are preferred.
5C2	Turbojet land to north and takeoff to south when possible.
5C3	Other takeoffs are to north unless weather is adverse.
6A	Schools are 1 mile east and 1 mile north.
6C	Residential areas on north and west boundary extending 3 to 4 miles. Trailer park to northeast.

Golf course on north boundary.

Churches 1/2 mile and further north and northwest.

Hotels 1/2 miles west and beyond and 2 miles northeast.

Kalamazoo, MI

AGL

AZO

Kalamazoo Municipal

6E 6G

6H

Ross Field	Benton Harbor, MI AGL BEH	
Part/Subset(s)	Comments	
5J	Keep 'em high program. Keep aircraft away from residential areas in the east and west.	
6A	School, 2 miles south.	
6C	Southern boundary, 3/4 mile to the south boundary; 3/4 mile west.	
6E	East and southeast quadrant, 1 1/2 miles from boundar	y.

Burke Lakefront	Cleveland, OH	AGL	BKL
Part/Subset(s)	Comments		
6F 6H	Public gathering place to the southwest quadrant approximately 3/4 mile from boundary and a lake is located in the north section, approximately 1/2 mile from boundary. Parks in the southwest, northeast quadrants, approximately 5 miles from boundary. Motel in south quadrant, 1/4 mile from boundary.		
7B	5 - 10 complaints per year.	4 mare from bod	ulcary.
Note:	To the north is a lake, 1/2 reast and west boundaries income south is the business district	dustrial parks a	
	Little activity in the area of mental activity.	noise abatemer	nt or environ-

Monroe County

Bloomington, IN

AGL

BMG

Part/Subset(s)

Comments

Note:

Little activity. Airport is located 7 miles from the city. There are no residential or other noise areas near the airport.

Bloomington-Norma	Bloomington, IL	AGL	ВМІ
Part/Subset(s)	Comments		
5C1	For takeoffs from Runway 21, a to make a left turn slowly until a 2000' to avoid homes.		
6B	1 1/2 miles west.		
6C	1/4 mile from the south-southw	est boundar	v.
6H	Hotel $1 \frac{1}{2}$ miles west of the air		

Part/Subset(s)	Comments
2C1	Jackson Township has a school that was soundproofed during construction.
2D0A	Land was acquired in the southwest quadrant for expansion purposes which included a noise buffer zone.
2D6	Trees in all quadrants.
3A	Jackson Township in the south-southwest has a noise committee named Citizens Opposed to Runway Extension (CORE).
5J	'Keep ' em high'' program.
6A	Schools in all quadrants; southwest quadrant the most noise sensitive.
6C	Residential areas scattered in all quadrants; southwest quadrant the most noise sensitive.
6E	Religious structures scattered in all quadrants; south- west quadrant the most noise sensitive.
6G	Recreation facilities scattered in all quadrants; park in the northwest quadrant, the most noise sensitive.

Akron, OH

AGL

CAK

Akron-Canton Regional

Cuyahoga County	Cleveland, OH	AGL	CGF
Part/Subset(s)	Comments		
2D6	Tree line in the north section used nance.	d for runu	ıp mainte-
3A	Cuyahoga County Noise Abatement of the airport manager, citizen re FAA, made a letter of agreement ations office concerning restricti for noise abatement purposes. The tion from areas from all quadrant	epresentate with the a cons and presented has be-	tives and airport oper- procedures been a peti-
4B2A	No turbojets allowed to operate be 7 a. m.	tween 11	p. m. and
4D1	Restriction on location and time of tenance. Restricted to the north which blows a blast against the trearea. No engine runup maintenance p.m. and 7 a.m.	side of the	e airport cated in that
5A2	After passing the 1 mile marker f the airport full flaps may be used	L	
5B	The specific glide slope intercept purposes is 3000'.	attitude id	or noise
5C	At or before 1500' AGL, retract f set power at a specified EPR or F to 3000' AGL not exceeding 200 km speed) and 1000' per minute rate of	RPM so as	s to climb
5C1	Preferential Runway 23.		
5C3	All aircraft maintain runway head until 1900' before turning.	ing for 2	miles or
5G	For takeoffs, aircraft accelerate to indicated air speed. After crossing reduce that setting to allow V ₂ plu 1000' per minute rate of climb at a of 15°. Departures shall not required 1000' AGL and no more than a 15° All aircraft should use judicious until is in a letter of agreement with Office.	ng the bous 25 and a maximu tre any tube bank on see of reve	andary, they a sustained m deck angle arn before any turn, erse thrust.
511 512	No student training or touch and go 11 p.m. and 7 a.m.	operation operation	ons between

Cuyahoga County (continued)

Part/Subset(s)	Comments
5J	No intersection takeoffs allowed.
6A	School, south, 1/2 miles; others scattered in all quadrants.
6B	Northwest quadrant, 3 miles.
6C	Residential areas scattered in all quadrants; southwest and northeast are the most noise sensitive.
6E	Churches scattered in all residential areas. The closest in the southwest quadrant, 1/2 miles

Merrill C. Meigs	Field	Chicago, IL	AGL	CGX
Part/Subset(s)		Comments		
6B	Hos	pitals are 3 miles to the	north and sout	h.
6C	Res	idential areas in all quad	drants except la	ake to the
6E	Chu	rches scattered to north	and south, 3 m	niles and
6 F	gath	oor theater is 1 mile no ering places in north, no rants.		
6G		ss, boating and other red tered in all quadrants.	creational facil	ities are
6Н	Hote	ls and motels are 1 to 5	miles north, e	ast and

Merrill C. Meigs Field

Part/Subset(s)	Comments
2C	ANCLUC study underway.
2D0A } 2D0B } 2D6	25 to 30 homes acquired in northeast quadrant for expansion purposes only. Blast fence on northeast and south, blast fence and earth berm in southwest quadrant. Noise monitoring system being installed.
3A	Fairview Park and Rocky River areas, on north,
	have organized Citizen's Relief from Aircraft Sound Harassment (CRASH) committee which has instituted legal action against noise.
$\left. \begin{array}{c} 4\mathrm{D1} \\ 4\mathrm{D2} \end{array} \right\}$	High powered engine runup on south quadrant, restricted from $10~\mathrm{p.m.}$ to $7~\mathrm{a.m.}$
5B 5C1	Set at 4000' for noise abatement. Runways 5 and 23 are preferred for both takeoffs
5C3	and landings. North takeoffs from Runway 36 are informally discouraged from 10 p. m. to 7 a. m., and are given fanout headings from 320° to 030° at other times. Northwest, north, northeast and east takeoffs are given fanout heading from 300° to 020°. Departures from Runway 5 to the east, southeast or south are assigned a heading of 095°. Departure from Runway 23 to the northwest are assigned to 240° heading. Runway 23 departures to south, southeast and east are assigned heading 210°. All departures are to hold heading to 5000' or to 3500' and 5 miles out.
6A	Schools are scattered in all quadrants. Most noise sensitive are 2 1/2 miles south and 4 miles northeast.
6B	Hospitals are 3 miles from boundary to north and southeast.
6C	Residential areas surround airport, with most noise sensitive to the northwest, north and northeast.
6E	Churches throughout all quadrants with nearest 2 1/2 miles south.
$6\mathbf{F}$	Public gathering places 2 1/2 miles south.
6G	Arena 2 miles south and parks, etc., throughout all quadrants.

Part/Subset(s)	Comments
2D0A 2D0B 2D6	About 7 years ago, 100 acres were purchased for a noise buffer and for expansion purposes. Trees on the north boundary of the airport.
4A0 } 4A6 }	No jet operations allowed on the north Runway 10L/28R between 10 p. m. and 7 a. m. Restriction on aircraft 12,500 lbs. and over. Must use Runway 10R/28L and restricted from Runway 10L/28R. Jets must use Runway 10R/28L during the evening hours.
4B1B	Restricted use between 10 p. m. and 7 a. m.
5B	Specific glide slope altitude intercept of 4000' for turbojet aircraft for noise purposes.
5C1	Between 10 p.m. and 7 a.m., preferential Runway 10R/28L.
5C3	Special departure track for all runways. Aircraft are instructed to maintain runway heading until reaching an altitude of 3000' before turning. This applies to turbojet aircraft and large aircraft over 12,500 lbs. gross weight.
5 F	Recommended procedure by ATA for takeoff thrust reduction.
51	No practice approaches allowed for any high noise level aircraft between 10 p.m. and 7 a.m.
6A	Schools scattered in all quadrants.
6B	East section, 3 miles.
6C	Residential areas on north boundary which is the most noise sensitive, and in all quadrants, 1 1/2 miles.
6E	Religious structures scattered in residential area; closest church is 1/2 mile from boundary.
6F	Stadium, 5 miles west.
6G	Parks and other recreational facilities in all quadrants.
6Н	Scattered in all quadrants, one located on boundary.

University of Illinois-Willard Champaign, IL AGL CMI

Part/Subset(s)	Comments
5J	Minimum altitude over the city of Champaign-Urbana is 3500'.
6C 6G	Savoy area is 2 miles northeast. Golf course on the east boundary.

Houghton County M	Memorial	Hancock, MI	AGL	<u>CMX</u>
Part/Subset(s)		Comments		
2D6 Trees s		s surround the airport. The airport lies appro- ly 800' above the city with an elevation of 1100 outs the aircraft above noise sensitive areas at ff.		n of 1100'.
6Н	Motel, 2	miles west.		

Bi-State Parks	E. St. Louis, IL	AGL	CPS
Part/Subset(s)	Comments		
2D6	Trees are located in the west s airport and homes.	ection betwe	en the
5C1	Informal runway usage program		4 (00
511	No touch and go operations allo		
5J	Special procedure. When the to there will be right turn patterns and Runway 30 to avoid the nois the south.	s only on Ru	inway 22
6A	Schools are at south, 1/2 mile 1/2 mile; west-southwest, 1/4 mile;		east,
6C	From the northwest quadrant of the southwest quadrant, approx The southwest quadrant is the rarea.	imately 3/4	mile.
6E	Churches are scattered through	nout residen	tial area.
6G	Near the schools located in 6A.		

Dayton, OH	AGL	DAY
Comments		
Preferential runway is 24R.		
A church 1/2 mile southeast. Hotel on the southwest bounds		
	Dayton, OH Comments Preferential runway is 24R. Residential area on the south A church 1/2 mile southeast.	Dayton, OH AGL Comments Preferential runway is 24R. Residential area on the southeast boundary A church 1/2 mile southeast. Hotel on the southwest boundary and anothe

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Decatur	Decatur, IL	AGL	DEC
Part/Subset(s)	Comments		
2B1	Proposal is pending to rezone to the airport for industrial u to purchase all property arou this rezoning proposal.	ise. City is p	planning
3A	Decatur Airport Noise Comm tower chief, airport manager military and interested citize	, airport user	
4B1A 4B2A	Informal restriction on depar 36 or northwest on Runway 3 curfew for jets from 10 p. m.	0. This is an	
5C3	Informal preferential departs operations away from the wes		
5J	Special procedure for helicop the northeast or southeast qu	oters-approac	
6A	School north of the airport, 1	mile.	
6C	West, and boundary area out		
6E	Scattered throughout western		
7B	5 - 10 complaints per year.		

Detroit City	Detroit, MI	AGL	$\overline{\text{DET}}$
Part/Subset(s)	Comments		
2A	Airport City Commission prescril and restrictions concerning the ai		procedures
2D6	Blast fence on the end of Runway		ast quadrant.
4D1	Restrict the location of engine run southwest quadrant. This is the	•	
5C1	Preferential runway is Runway 15	5/33.	
5C3	Turbojet departures between the to 7 a. m. These aircrafts are n Runway 7/25. They are to use Ri Aircraft departing between 11 p. n Runway 15/33 are required to clin 3000' on runway heading before tu	hours of 11 ot allowed to unway 15/3 n. to 7 a. m mb to an alt	to use 33. . off
51	No touch and go operations allowe any time.		ay 7/25 at
6A	School in the east, 1/2 mile from	boundary.	
6B	West, 1 1/2 miles.	•	
6C	All around on the boundary with the south of the airport.	e exception	n of the
6E	Scattered in all around except the	south of the	e airport.
6Н	West, north, and northwest, 1/4 i		

Duluth International	Duluth, MN	AGL	DLH
Part/Subset(s)	Comments		
2B1	City and county review all constr for areas around airport for land		
	The city is rezoning the property to industrial.	y around t	the airport
2D6	Trees on the west, north, east, of the airport.	and south	neast sections
3A	Duluth Noise Committee in the F the airport.	ike Lake	area west of
3C	City is involved in a land use con	mpatibilit	y program.
4A9	747's are restricted to fullstop l go operations.	andings.	No touch and
4D1	National Guard restricts locatio tenance to the north side of the a		ne runup main-
5.A1	Glide slope angle has been raise		75 to 3. 5.
515	Profile descent program in effect	π.	
6A	West, 4 miles.		
6C	Residential areas, 1 1/2 to 5 mi	iles.	
6E	Church, 1 mile west.		
	Downtown Duluth is approximate south of the airport.	ly 4 1/2 r	miles due

Part/Subset(s)	Comments
2B1 2D0A) 2D0B) 2D6	Adjacent areas zoned industrial. County is acquiring homes primarily to the south for land use compatibility. Blast fences on north and east quadrants for debris and noise abatement.
3A	Three or four active noise committees from areas northeast, east and southeast.
3C	In process of updating master plan with 2, 5, and 10 year plans to control noise and land use.
5B	Set at 3000' for noise abatement.
5C1 5C2 5C3	Runway 3L is preferential for landings and departures. Step down fixes are employed for approaches in all quadrants. Departures off Runway 3 going west are assigned heading of 270° or 300°. For departures off 3 to the east and south, heading of 050°. Runway 21 westbound departures are assigned to a heading of 270°, southbound are given 180°. All departing turboprop and turbojet flights must reach 3000' altitude before turning.
6A	Schools in all quadrants, with the nearest 2 miles northwest.
6C	Residential areas in all quadrants, with east and northeast the most noise sensitive.
6E	Churches throughout all quadrants with the nearest 1/2 mile northeast.
6G	Scattered in all quadrants.
6H	Scattered in all quadrants with north the most noise sensitive.
7D	32 complaints in 1977.

Eau Claire Municipal	Eau Claire, WI	AGL EAU	
Part/Subset(s)	Comments		
2B1 2D6	Land use zoning around the a Trees on the northwest, sout quadrants.		
5J	Informal procedures keep air and river areas to the west a		d
6A	East, 1/2 mile; south, 3 1/4	$\label{eq:miles} {\rm miles;} and south, 1 \ {\rm mile.}$	
6C	Residential areas are 1/4 mand eastern boundaries.	iles from the southern	
6E	Churches are scattered through 3/4 mile south and 1/2 mile		

Elkhart Municipal	Elkhart, IN	\underline{AGL}	EKM
Part/Subset(s)	Comments		
2A	Board of Aviation Commission	prescribes p	procedures
2B1	and restrictions. Zoning restriction which discours built around the airport. Revition applications granted or deruse compatibility.	ew process f	for construc-
2D0A 2D0B	In the east and north sections of been approximately 50 acres for purposes.		,
2D6	Trees on the east and north bou	ındaries.	
5C2	Approaches: aircraft are instr the runway at a 300' minimum		
5C3	Maintain runway heading until 4 boundary before turning.		
5H2	Runway 27 has been displaced	1200' for noi	se purposes.
5J	No intersection departures for a Traffic pattern altitude has been 1000' for noise purposes.		0
6A	Two schools in the east, 2 1/2 2 miles from boundary.	miles; schoo	ol, west,
6C	Residential areas scattered in the most noise sensitive, with	-	,
6E	Church, east section, 1 1/2 mithroughout residential areas.		
6Н	East, 1 1/2 miles from bounda	ry.	

Evansville Dress Regional Evansville, IN AGL EVV

Part/Subset(s)	Comments
3A	The Northeast Banderburgh Homeowner's Association, located due north of the airport, concerned about airport expansion and closely monitors proprietor's action.
6A	A school located 3/4 mile in the east is very noise sensitive.
6B	A hospital is located approximately 3 miles in the south.
6C	Southeast boundary, 1/4 miles; southwest quadrant, 1 mile.
6 E	Scattered in residential areas in the north, southeast, and southwest quadrant. Closest is in the east, 1 mile.
6G	Golf course on the west boundary.
6H	Motel on the west of the airport.

Bishop	Flint, MI	AGL	FNT	
Part/Subset(s)	Comments			
2D6	Blast fence on the north section	off end of I	Runway 18.	
3A	Noise Committee in the process Linden Wood Farms area, 1/2 i	s of organizi mile from b	ing in oundary.	
5C3	Special procedure for jets off of to maintain runway heading unti to avoid noise sensitive area.			•
5J	Informal request, no circling apabsolutely necessary.	oproaches u	nless	
6A	Schools, all quadrants; one loca quadrant, 1 mile.	ted in the so	outhwest	
6C	Residential areas in all section quadrant. The closest and most miles to the west, the Linden W	noise sens	itive is $1/2$	
6E	Religious structures scattered			
6Н	Motel, $1/2$ mile to the east.			

Fort Wayne Munici Baer Field	Fort Wayne, IN	AGL	<u>FWA</u>
Part/Subset(s)	Comments		
2D1A } 2D1B } 2D5	Airport has received easement areas to all quadrantsperpet Air National Guard has shed-t ment in the airport's northeast	ual easemen ype suppres	t rights. sion equip-
4D1	Informal restriction on the loc maintenance for the Air Nation northeast and southeast quadra	nal Guard fo	ne runup r the
5C1 5C3	Preferential Runway 22 for ca Off of Runway 4 to the northea after takeoff to avoid noise ser	ıst, request	a right turn
6C	Trailer park in the northeast of Other residential areas scatte	quadrant, 1 ered in all qu	1/2 miles. adrants.
6G	Golf course, northeast bounda	ary.	
6Н	Motel on the airport in north	section.	

Part/Subset(s)	Comments
2D6	Trees on west and north sides of airport.
51	Military flight training is restricted over the city to the northeast.
6A	Two schools in the northeast quadrant. One is $1/2$ mile from boundary and the other is 1 mile from boundary.
6C	In the northeast quadrant 5 miles from the boundary.
6E	Churches scattered in the northeast quadrant.
6G	Green Bay Football Stadium in the northeast quadrant, 3 miles away.
6Н	Northeast quadrant, 3 1/2 miles away.

Green Bay, WI

Austin-Straubel Field

AGL

GRB

Kent County	Grand Rapids, MI	AGL	GRR
Part/Subset(s)	Comments		
3A	Informal noise committee has management, comprised of F manager, airport users, citiz	'AA representa	ative, airport
5A5 5C1	Profile descent program in extraction for high performs from Runway 8R to the east, climb to 3000' before turning	ance aircraft. , aircrafts are	For takeoffs e requested to
51	Restriction on Runway 18 for Requested to turn into a right residential areas northeast of tion for Runway 36. These at the final approach to avoid the northeast.	r VOR practic t traffic patter f the field. Si tircraft make	m away from milar restric- a left turn into
6C	Northeast quadrant, 1 to 2 1/	2 miles from	boundary.

Gary, IN	AGL	GYY
Comments		
	y, trees to	north.
City of Gary system at airport.		
North ramp, blast toward north b	oundary.	
Informal procedure.		
1 mile south. 3 miles west.		
	Comments Trees and river on south boundary. City of Gary system at airport. North ramp, blast toward north boundary. Informal procedure. 1 mile south.	Comments Trees and river on south boundary, trees to City of Gary system at airport. North ramp, blast toward north boundary. Informal procedure. 1 mile south.

Part/Subset(s)	Comments
2B1	Airport zoning ordinance is part of the state statutes that limits the number of homes around the airport.
2D6	Tree line on the east and southeast boundary adjacent to Runway 13/31, and also in the west and southwest quadrants. No restrictions or noise abatement procedures.
6C	North, 3 miles.

Hibbing, MN

AGL

ΗΙВ

Chisholm-Hibbing Municipal

Hulman Field	Terre Haute, IN	AGL	HUF
Part/Subset(s)	Comments	5	
2D5	Air National Guard has an earth fence on the southeast quadrant.		a blast
2D6	Trees are scattered on all boun	daries.	
4D1	Air National Guard restricts ento the east.	ngine runup n	nainte nanc e
5C	Air National Guard has noise al not tower-controlled.	oatement pro	ocedures,
5C1	Preferential calm wind runway	is Runway 2	3.
6C 6E	Residential area is in west, 21 Church is in the northwest, 21	/2 miles. /2 miles.	

Greater Kankakee Kankakee, IL AGL IKK

Part/Subset(s) Comments

6C Residential area on the south and north boundaries, approximately 1 mile - about 8 homes.

Ford	Iron Mountain, MI	AGL	<u>IMT</u>
Part/Subset(s)	Comments		
2D6	Trees to the north and west No restriction nor noise aba		
6A	2 3/4 miles, east of boundar	ry.	
6C	2 1/2 miles, east of airport		
6E	2 3/4 east.		
6G	Lake in the southwest quadr	ant, $1/2$ mile for	rom boundary.

Indianapolis Intern	ational	Indianapolis, IN	AGL	INI
Part/Subset(s)		Comments		
3A	Repre	sent citizens southeast of	airport.	
4D1	Restri	cted to southwest end of	Runway 22R	
5B 5C2 5C3	In conj	MSL approaching Runway junction with 5B, turns below 3500'.	22R over c	ity.
6A 6B 6C 6E 6G 6H	Four h One m Closes Scatte	red to north, east and sounospitals 3 to 5 miles northeast, sout it is 1 mile from boundary red to the east.	theast. theast. y.	

 $\underline{\text{IND}}$

Falls International International Falls, MN AGL INL

Part/Subset(s) Comments

Little activity and no restriction. No noise abatement procedures.

Rock County	Janesville, WI	AGL	JVL
Part/Subset(s)	Comments		
2A	The airport manager estable program. The county appropries.		
2B1	No private homes may be be commercial construction me board on the basis of noise	nust be cleared by	y the town
2D0	An application to acquire la on each end of the Runway southwest quadrants of the	and (approximate) $4/22$ in the north	ly 65 acres)
5J	Special procedure for the A Changed the traffic pattern a right turn traffic pattern left turn traffic pattern for	to avoid resident for Runways 4/2	tial areas:
6A 6C	2 miles to the south. Residential areas in the no miles from the airport.	orth section from	n 2 to 4

Jackson County-Reynolds Field Jackson, MI AGL JXN

Part/Subset(s) Comments

Northeast quadrant, approximately 3 miles; southwest quadrant 1 1/2 miles; and southeast quadrant, 1 mile.

Purdue University	Lafayette, IN	AGL	LAF
Part/Subset(s)	Comments		
2B1	Special zoning procedure which pre and the city to review applications around the airport. Applications a basis of noise compatibility and lar	for develo	pment ed on the
2C1	There has been a soundproofing pro University in the north section on a new building.		
2D6	Trees located on the eastern bound Blast pads are on the ends of Runw		airport.
2D7	Runway 10/28 have been extended a with a 150' overrun on each end.	approxima	tely 2200'
4D1	No runups in the east.		
6A	North and northeast boundary area	S.	
6B 6C	1 1/4 miles on the north boundary student housing on the north boundareas located in the west-northwest imately between 1/2 and 3/4 mile for the student stude	ary area. st quadrant	ts approx-
6E	Scattered in north-northeast and no approximately 1/2 mile from the bo	orthwest quoundary.	uadrants,
6F	Concert hall and an outdoor theatre northeast, approximately 1 1/2 mil	les from the	he boundary.
6G	Golf course and intramural athletic north boundary.	c field loca	ated in the
7B	5 - 10 complaints per year.		
Note:	Airport is owned and operated by I There is also a gravel pit area to t west sections, which acts as an eff	the east, s	outh and

Capital City	Lansing, MI	AGL	LAN
Part/Subset(s)	Comments		
6A	A school 2 1/2 miles north, are scattered to the south and sou		
6B	3 miles south.		
6C	3/4 miles southeast, and 3/4	mile south.	
6E	Churches scattered in resident south and southeast. Closest church is approximate		
	boundary.	ery i filite from	11
6H	A hotel is I mile south.		

Lost Nation	Willoughby, OH	AGL	LNN
Part/Subset(s)	Comments		
2D6	Trees on east and northeastern	boundaries.	
5J	Minimum traffic pattern altitude	e is 800' AC	L.
6A	School in the northeast quadrant, the northeast quadrant, 1 1/2 m area to Runway 27.		
6C	Residential areas in all quadra	nts on the bo	oundary.
6E	Religious structures scattered dential area; one is 1 mile in th in the approach area to Runway sensitive.	ne northeast 27, very no	quadrant oise
6G	Parks scattered in all quadrant	s from $1/2$	to 3 miles.

La	Crosse	Munici	pal
_			

La Crosse, WI

AGL LSE

Part/Subset(s)	Comments
2D0A 2D0B	On the approach end of Runway 13 in the northwest quadrant, the city purchased two parcels of land to protect the clear zone area; at least three homes
2D6	were involved in this acquisition. An earth berm is in the west section, and tree line is on the west and northeast boundaries.
4D1	Informal engine runup restriction which limits runups to the northeast corner.
5C1	Informal preferential Runway 36 for takeoffs and Runway 18 for jet aircraft. Runway 36 takes aircraft to the north and Runway 18 for landings in the south. (For jet aircraft only.)
5H2 5J	Runway 36 displaced 2004' for noise purposes. Informal procedure to try to keep military aircraft south of Interstate 90.
6A	East, 1 1/2 miles.
6C	Residential areas in all quadrants except in the northwest quadrant, where a lake is located.
6D	Upper Mississippi Wildlife Refuge from the northwest to the southwest quadrants on the west side of the airport from boundary to 3 miles.
6 E	Religious structures scattered in the east, north, and south.
6G	Parks in all quadrants; a lake in the northwest quadrant.

Cincinnati Municipal/Luken Field Cincinnati, OH AGL LUK

Part/Subset(s)	Comments
2D6	Blast fence on the north section of the airport.
5C3	Takeoff procedure for Runway 2L requires runway heading to an altitude of 1500' before turning.
6C	Residential areas in the north section beginning 1/2 mile from the boundary.

Tri-City	Saginaw, MI	AGL	MBS	
Part/Subset(s)	Comments			
2D6	Trees located in the northeast quadrant of the airport.			
5J	Maintain altitude of 2200' MSL for noise reasons and a 'Keep 'em high program.' Once cleared out of the 2200' traffic pattern altitude, the aircraft is to make a stabilized straight approach to the runways.			
6A	2 miles from airport bound quadrant.	dary in the west-	northwest	
6C	3 miles west.			
6E	Scattered in residential are	ea, 3 miles west.		

Southern Illinois	Carbondale, IL	AGL	MDH
Part/Subset(s)	Comments		
2B1	The city and county are in process of rezoning land around airport for more compatible land use.		
2D6	River in the north-northwest. northwest.	Tree line in	n the north-
6C	Mobile homes park in the sout	th, $1/2$ mile	from boundary.

Chicago Midway	Chicago, IL	AGL M	MDW.		
Part/Subset(s)	Comments				
51	No student flight training permitted.				
6A	Schools in all surrounding	areas.			
6C	Residential areas surround airport except to the northeast.				
6E	Scattered except to the northeast.				
6G	Park 1/2 mile southeast.				
6H Motel 1/2 mile northeast.					

Part/Subset(s)	Comments
4D1	Restrict the location of engine runups to the end of all the runways.
5C1	Runway 32.
5C2	Large and jet aircraft. Traffic pattern altitude is 3500' instead of 3000' for ILS approaches from the southeast to Runway 32.
6C	Approximately 4 miles south.
Special note:	The west, north, and east section of the airport are open areas. The city of Mansfield located near 3 - 4 miles to the south section of the airport.

Mansfield Lahm Municipal

Mansfield, OH

AGL

MFD

Part/Subset(s)	Comments
2B1	County has a review process for all building applications which are granted or denied on the basis of land use compatibility.
2D6	Trees on the north between airport and residential areas and on the south boundary.
4D1	Restrict the location of sea plane engine runups to the southwest quadrant.
5C3	Informal restriction which states: 'No left turn after departures to the west until reaching an altitude of 2000' or 1 mile.'' This is to avoid the area of West Carrolton.
6A	School in the southwest quadrant, $1/2$ mile; and in the northeast quadrant, 3 miles.
6C	Residential areas on north-northeast boundary; in northeast quadrant, 3 1/2 miles; and on southwest boundary.
6E	Southwest quadrant, 1/4 mile; northeast quadrant, 3 miles.
6G	Boating Dock on the southwest boundary.
6H	Northeast quadrant, 3 miles.

Dayton, OH

AGL

MGY

Montgomery Co. / Dayton General South

The area of Miami Shores is located northeast near the airport boundary and it extends for 2 miles. In the northeast quadrant, 3 1/2 miles, is the city of Dayton. Off the southwest boundary is the city of West Carrolton. The Miami River runs north and south on the west side of the airport.

Crystal	Minneapolis, MN AGL MIC				
Part/Subset(s)	Comments				
2D8	The MAC has a portable noise monitoring system.				
4D1	Restrict the location of engine runup maintenance to the southwest quadrant and runups are not permitted between 10 p. m. and 7 a. m.				
6A	Scattered.				
6B	Scattered in all quadrants.				
6C	Scattered in all quadrants.				
6E	Scattered throughout the residential areas in all quadrants.				
6Н	Motel is approximately 1/4 mile west; others scattered.				
7B	5 - 10 complaints per year.				

Delaware County A	irport	Muncie, IN	$\underline{\mathbf{AGL}}$	ME
Part/Subset(s)		Comments		
6A	Univer	rsity, 2 1/2 miles to the	e south.	
6B	Hospital, between 3 to 4 miles in the south-southwest quadrant.			
6C	Residential areas in the north, west, and southeast quadrants approximately 1 mile from boundary.			
6D	Scattered throughout the residential areas in the north, southeast, and west.			
6 F		center approximately 2	1/2 miles sou	th.
6G		2 1/2 miles.	-, - 112105 504	•
6Н		of the airport boundary,	2 1/2 miles.	

Part/Subset(s)

Comments

2A

The Milwaukee County Airport Commission has developed restrictions and procedures for the airport concerning noise abatement procedures.

4A6 4B1A 4B2C

Restricted use for those aircraft 12,000 pounds or over between 10 p.m. and 6 a.m.

5C1

Informal runway usage program. First preference for takeoffs is Runway 19R, second preference is Runway 25L, third preference is Runway 1L, and fourth preference is Runway 7R.

The preferences for landing are: Runways 1L, 7R, 19R, and 25L.

When Runway 1L/19R is open, Runway 1R/19L will be closed between 10 p.m. and 6 a.m. to all aircraft except lightweight single engine, category 0l aircraft.

When Runway 7R/25L is open, Runway 7L/25R shall be closed between 10 p. m. and 6 a. m. for all aircraft except lightweight single engine. Runway 13/3l will be closed to all aircraft greater than 100,000 pounds gross weight or turbojet aircraft when Runways 1L/19R or 7R/25L are bare and dry and there are winds of 15 knots or less, and a crosswind of more than 80°. Except under adverse weather conditions, category 02 and 03 aircraft (all aircraft other than lightweight single-engine aircraft) between 10 p. m. and 6 a. m. shall land on Runway 1L and take off on Runway 25L or 19R.

General Mitchell Field Cont'd.

6A	Schools, east section, 2 miles from airport, and
	west section, 1 mile.
6C	Residential areas, east section, 3 miles; west
	section, 2 to 5 miles from boundary.
	Greendale is located in the west area, Cudahy is in
	the east area.
6E	Religious structures are scattered throughout the
	east and west sections in residential areas.
6G	Shoreline with beaches 2 miles to the east. Parks
	are scattered in the east and west sections.

Muskegon County	Muskegon, MI	AGL	MKG
Part Subset(s)	Comments		
2D6	A tree barrier lies between the area in the northwest quadrant, and on the east side of Runway No airport use restrictions.	east side o	
5J	Informal 'Keep em' high'' progr	am.	
6A	Schools, east and northwest bounortheast quadrant, 2-3 miles.	ındaries, ar	nd in
6B	Three hospitals in the north sec	ction, 3-6 m	iles.
6C	Residential areas in all quadrantis the most noise sensitive.	nts; northwe	est quadrant
6E	Religious structures in all quadarea; closest is 1/2 mile from l		eresidential
6Н	North, 2 miles.		

Quad City	Moline, IL	AGL	MLI
Part/Subset(s)	Comments		
2BI	County zoning ordinance requires be approved by Metropolitan Airp	ort Author	ity,
2D0A 2D0B	based on noise sensitivity and her Approximately 20 homes have been noise reasons on the north bounds 5 years.	en acquirec	d for
2D1 A 2D1B	Trailer park on the southwest con The Metropolitan Airport Authori rights over this park 5-7 years a	ity bought a	
4Dl	Restricted to the south end of Ru	inway 30	
5A5 5C1	Profile descent in process of bein Runways 9/27 are preferential. Informal runway system tries to to the south.		
5J	'Keep 'em high' program for noi	se reasons	
6A 6C	School 1/4 mile to the northeast. Trailer court on southwest bounds areas to the north and northwest.		ential

Marquette County	Marquette, MI	AGL	MQT
Part/Subset(s)	Comments		
2D6	Trees in all quadrants of airp restrictions nor noise abatem		
6G	Recreational area in the north	hwest quadran	ıt.

Dane County Region Truax Field	Madison, WI	AGL	MSN
Part/Subset(s)	Comments		
4BLJ	No scheduled air carrier open night to 6 a.m.	ration from 12	mid-
5C1	Informal preference for Runw south and Runway 36 taking a avoid noise sensitive areas to early morning and late evening	off to the nort the south in	th to
6C 6E	Residential areas 2 miles soo Scattered churches 2-5 mles		

Minneapolis-St. Paul International Minneapolis, MN AGL MSP

Part/Subset(s)	Comments
2A	Metropolitan Airport Commission has restrictions and
	procedures for noise abatement.
2D0A)	Fifty homes 3/4 mile southeast acquired for clear zone
2D0B)	and noise impact reduction.
2D6	Earth berms and trees in south and southeast quadrants.
0.05	Another is proposed for northwest quadrant.
2D7	Extension of Runway 4/22 is proposed for 2000' total displacement.
3A	Metropolitan Airport Sound Abatement Counsel.
3B	Noise Abatement and Land Use Master Plan in process.
$_{\mathrm{4B2D}}^{\mathrm{4B1D}}$	Voluntary minimization curfew for all scheduled aircraft.
4D1	Military use northeast quadrant, civilians use south- central quadrant, and airlines use southwest quadrant.
4D2	No more than one engine runup per hour. Engine runups only for documented emergency from 11 p. m. to 6 a. m.
4D6	Aircraft must have permission for takeoff before taxiing from gate.
5A1	In conjunction with profile descent program.
5A2	In conjunction with profile descent program.
5 A5	Airline procedure states 'Maximum flap retraction
	with reduction in power after takeoff."
5C1	Runways 29L and 29R have first preference for landing with Runway 4 having second preference. For departures,
	Runways 11L and 11R have first preference, Runway 22
	has second preference.
5C2	Approaches use least populated southeast and southwest
	quadrants.

Minneapolis-St. Paul International (continued)

Part/Subset(s)	Comments
5C3	Runway 22 uses delayed right turn at 3000' altitude. Runways 11L and 11R turn left to heading 105°. A proposal specifies Runway 22 departures turn to heading 190° at 3500'.
5E	Requested by tower.
5H2	Runway 22 is displaced 1000' for noise abatement.
511 512 513	No flight training permitted at airport.
5J	''Keep 'em high'' program; and pilots are informed of noise sensitive locations.
6A	Schools scattered throughout all quadrants.
6B	Hospitals 1/2 mile and 3 miles northeast and 3 miles southwest.
6C	Residential areas begin 1/4 mile northeast, 3/4 miles northwest and 1 mile southwest.
6D	Fort Snelling National Park is 1/2 mile northeast and Minnehaha State Park is 1 1/2 miles northeast.
6 G	Three recreational lakes are 1 1/2 miles to 4 miles north- west.
6Н	In all quadrants, but primarily 1 1/2 miles south.
7G	Approximately 500 complaints per year average. This year the count has been down 60% but is expected to climb.

Marion Municipal	Marion, IL	AGL	MWA
Part/Subset(s)	Comments		
2D6	Trees and a strip mining are section of the airport.	a in the north-	-northeast
6G	Crab Orchard Lake area in t	he south, 2 mi	les.

Lawrence J.	Timmerman	Milwaukee, WI	AGL	MWC
/				

Part/Subset(s)	Comments
2A	Noise restrictions and procedures developed by the city. Airport closed to jet traffic.
6B	Retirement home, 1/4 mile northeast of boundary.
6C	The airport is surrounded by residential areas.
6E	There are churches throughout the residential areas.

Chicago-O'Hare	International
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Chicago, IL AGL

ORD

Part/Subset(s)	Comments
2C1	Two ''soundproofed'' schools in Des Plaines have found soundproofing ''totally unsuccessful.''
2D5	Baffle-type noise suppression equipment in west quadrant. Perimeter security fencing only.
2D8	FAA mobil noise monitoring.
3A	National Organization to Insure Sound Environment (NOISE) represents all adjacent areas.
4D1	Runups permitted in 32L penalty box, 32L approach pad and 9L pad.
4D2	Turbojet runups require airport management approval.
5.A5	Turbojet, turboprop and propeller aircraft over 12,500 lbs. do not turn on approach below 4000'.
5B	Profile descent 10,000'. Parallel approach 4,000' or 5000'.
5C1	Preferences for operations are specified from 11:00 p.m. to 7:00 a.m.
5C2 5C3	11:00 p. m 7:00 a. m. arrival runway preference 14R. 11:00 p. m 7:00 a. m. departure runway preference 27L climb-on 290° heading 3000'.
5D	Runways optionally rotated every eight hours, but nearly impossible because of traffic volume.
511 512 513	Informal restriction on touch and go operations between 11 p.m. and 7 a.m. During other time periods, traffic volume from commercial operations and landing fees effectively limit flight training.
6A 6B 6C 6D 6E 6F 6G 6H 6I	These noise sensitive areas are scattered throughout all quadrants of the airport.

Chicago-O'Hare International (continued)

Part/Subset(s)

Comments

7G

Departure complaints tripled in 1977 due to the revised ATA noise abatement takeoff/departure turbojet procedures and increased use of runway 4R/22L. In 1977, there were 1300 noise complaints received.

Wittman Field	Oshkosh, WI	AGL	OSH
Part/Subset(s)	Comment	s	
2C2	In the northeast quadrant, the that any new health facility m it lies in a noise sensitive ar	nust have sound	proofing if
$2\mathrm{D0A}$	Land acquired in the east, we		
$\left. \begin{smallmatrix} 2D1A \\ 2D1B \end{smallmatrix} \right\}$	Easements acquired in the ear in the clear zone area.	ast, west and so	outh sections
6A	Northeast quadrant, $1 \frac{1}{4}$ mi $1 \frac{1}{2}$ miles.	ile; and north-n	orthwest,
6C	Residential areas located connortheast to northwest bound		from
6F	Civic Center, 1 1/2 miles no	rth-northwest.	
6Н	Scattered in all quadrants; no the most noise sensitive.	orth and east se	ections are

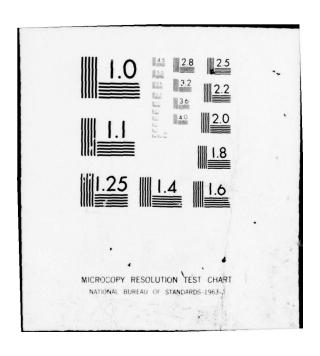
Ohio State University	Columbus, OH	AGL	OSU
Part/Subset(s)	Comments		
2D6	Trees have been planted around the noise reasons.	e hangar a	rea for
3A	2 noise committees: Columbus No ciation located in the east and sout another committee in the north.		
3 F	The airport has abandoned all plan expansion due to noise reasons.	s for runw	vay
5C1 5C2 5C3 5E	Runway 27L for departures and Ru All jet and large aircraft takeoff to from the west as conditions permit On Runway 9, for right turn depart a maximum climb on takeoff to an avoid the residential area.	o the west t. tures: tov	and land
511 512	No training between 10 p.m. and 6	a. m.	
5J	There are 56 based helicopters. Special procedure for the military helicopters shall depart and arrive ary area and land between the parnoise purposes. For south depart requested to reach an altitude of 19 on course. This takes them out on the south.	helicopted from the callel runw ares, heli 200' before	rs. All west bound- ways for copters are heading
6 A	Approximately 2 miles in the north- Approximately 1 mile in the north-	northwest	quadrant.
6B 6C	Approximately 3 miles to the east- Noise sensitive areas in the east 1/2 mile in the southeast quadrant mile; and the north section, appro-	section, a	approximately mately 1/4
6E	Scattered in the residential areas. area is in the north section, appr	Most noi	ise sensitive

Greater Peoria	Peoria,IL	AGL	PIA
Part/Subset(s)	Comment	s	
5C3	Large jet aircraft taking off tain heading until reaching a	on Runway 12 m n altitude of 100	nain- 0'.
5J	'Keep 'em high' program.		
6A	Schools to the northeast and from boundary.	south, from 3/4	1 mile
6C	Southeast, 1/2 mile from air boundaries to the north, eas	port boundary, t and southwest.	and on
6E	Churches on the south and no	ortheast boundar	ries.

Oakland - Pontiac	Pontiac, MI	AGL	PTK
Part/Subset(s)	Comments		
2D0A	Land acquisition (1971) in the involved the acquisition of all sion and environmental reason	out 20 homes fe	or expan-
2D6	Trees on the northwest quad- boundary and residential are quadrant for noise reasons.		
4D2	Informal restriction on jet as between 9 p. m. and 7 a. m.	ircraft runup m	aintenance
6A	Noise sensitive and school in miles and due north, approxi	imately 1/2 mil	es.
6C	Approximately 2 1/2 miles to 5 miles from the airport bou	ndary in the ea	st.
6E	Scattered throughout resident east,	itial areas in th	e west and
6F	Civic center approximately	12 miles in the	east.

Palwaukee	Chicago, IL	AGL	PWK
Part/Subset(s)	Comments		
3A	Noise committee in the north sec presented noise petitions.	tion recent	tly
5C2	An informal procedure to keep op Forest Preserve to the east section area to the west. For takeoffs on Runway 34, restricted heading of 020° or 320°.	on and the	industrial
5J	An informal procedure to keep he the populated areas of the airport		away from
6A	Schools in the north, 1 mile.		
6C	Residential area, north, 1/2 mile	3.	
6D	Forest Preserve to the east.		
6E	Religious structures scattered in	the north	and south.
6G	Located north and south.		
6H	Hotel in the southeast quadrant, 1	1/2 mile.	

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C roator	Rockford
Greater	NOCKIOTU

Rockford, IL

AGL RFD

Part/Subset(s)	Comments
2A	The Greater Rockford Airport Authority recommends restrictions and procedures for the airport concerning noise abatement.
2D0A) 2D0B)	Airport authority has developed an industrial park on airport property around all quadrants to help impede development around the airport.
5C2)	Turboprop and turbojet training aircraft.
5C3	Aircraft departing runway 18 straight out and right turn.
5D)	Aircraft departing runway 36 left turn.
5E	Aircraft are instructed to achieve a maximum climb to 2000' MSL.
511	Touch and go operations are instructed to make a left or right turn at airport boundary. If this is not possible, maintain runway heading until 2 miles from boundary.
6A	Schools 3/4 mile northeast and 3/4 southeast.
6C	Residential areas, 3/4 mile north, 3/4 mile southeast, and due east 2 miles.
6G	Parks scattered in all quadrants. Closest is 2 miles southeast.
6H	Motel 1 mile east.

Rochester Municipal	Rochester, MN	AGL	RST
Part/Subset(s)	Comments		
2B1	Construction applications in air by Olmstead County for land us		
51	Informal restriction 11 p.m. to 10:30 a.m.	o 7 a. m.; Su	nday until
5J	Informal procedure to avoid Ste scattered residential areas to s		north and
6C	4 miles northwest, 4 miles sou	th.	

Part/Subset(s)	Comments
2Bl	Industrial zoning under approach and departure ends of each runway.
200A	
2D0B	About 400 acres on the north and west have been acquired for noise and expansion purposes.
5C1	
5C3	Informal preferential runways procedure from ll p. m. to 7 a. m. to avoid the eastern and southwestern areas.
6A	There is a school I mile south-southeast. Notre
	Dame and St. Mary's Universities are approximately 4 miles east.
6C	On the southern boundary, and at the universities 4 miles east.
6F	Concert Hall at the University.
6G	Recreation facilities at the University, 4 miles east.

South Bend, IN

<u>AGL</u>

SBN

Michiana Regional

Capital City	Springfield, IL	AGL	SPI
Part/Subset(s)	Comments		
2D1	Airport owns excess property the airport. Trying to sell property easements rights.	on all quadra operty with no	nts of Dise
2D5	Air National Guard has shed ty equipment in the northeast quar	pe noise sup drant.	pression
4Dl	Restricted to the north ramp.		
5C1	Informal preferential runways operations are Runway 4 for defor landings.		
5C2	F-4 aircraft on overhead approvest of airport to avoid the city		ired to break
5C3	Preferential departure track of aircraft. Maintain runway head the city. For turbojets off of F no intersection departures allow	n Runway 22 ing for 5 mil tunway 22, th	es to avoid ere are
5J	applies to Runway 18. The Air National Guard are reafter-burners prior to reaching on takeoffs.	quired to cut	off
6A	l mile south.		
6B	3 miles southeast and 4 miles to	the east-so	utheast
6C	2 miles southwest and scattered the exception of the west-north		as with
6D	Springfield area is surrounded a from the Lincoln Society. Linc southeast quadrant, 3/4 mile fr	oy historic si oln's home is	s in the
6 F	Concert Hall, 2 miles south.	Nousaut y	

Part/Subset(s)	Comments
2B1	City and county have established noise buffer areas and restrict certain type of building contruction in these areas. There is a restriction concerning the number of people living within 1 mile radius of the airport.
2D1A	There were land easements purchased 3 years ago in all quadrants for both noise and height reasons. No noise abatement procedures. No noise sensitive areas.
Note:	Airport was built in 1970. At that time, all areas around the airport were zoned for land use compatibility; thus, there is no noise problem at this airport.

St. Cloud, MN

St. Cloud Municipal

AGL

STC

Holman Field	St. Paul, MN	AGL	STP
Part/Subset(s)	Comments		
2D0A 2D0B	Approximately 8 years ago, the tion in the north section of the approximately 75 homes. This an industrial park.	he airport inclu	ıding
2D6	Wetlands area and trees in the used for jet runup maintenance		area is
2D7	There is a proposed runway ex This will take traffic over the	xtension for Ru	
2D8	Metropolitan Airport Commis noise monitoring unit used to		
3A	Approximately 2 noise complated Bluff area (Dayton Bluff Commondes View area located in also has a special noise common complaints.	nunity Associate the east quadr	tion), and ant. MAC
4B1	Engine rump maintenance is o section. Blasts are directed twetland area.		
5C1	Runway 12 for departures. Runway 30 for landings.		
5C2	Special approach track include to Runway 30.	es a straight in	approach
5C3	Aircraft are required to main reaching an altitude of 3000' M		
6A	Scattered in all quadrants. The schools are located approximated 1 mile northwest, 1 mile east.	ately 1 mile so	
6B	Nursing home, 1/2 mile west;		e northwest.
6C	Scattered in all quadrants. That east-southeast is the worst.	he Moundes Vie	ew area
6D	State park located at approximum south-southwest quadrant.	nately, 1 mile i	n the
6E	All quadrants.		
6F	Civic center in the north-north of boundary.		
6H	Hotels are located at 1 1/2 mi	les in the north	nwest quadrant.

Toledo Express	Toledo, OH	AGL	TOL
Part/Subset(s)	Comments		
2D5	The Air National Guard has no	oise suppress	ion equipment.
5C3	Restriction on jet aircraft con runways. Instructed to mainta reaching 2500' MSL before tur	un runway he	
6A 6C	School in the west, 1 mile from Northeast quadrant, approximate		from boundary.

Cherry Capitol	Traverse City, MI	<u>AGL</u>	TVC
Part/Subset(s)	Comments		
2B1	All areas around the airport l	nave been zone	d industrial.
5C1	Runway 10.		
6B 6C	Hospital is 3 miles west. Residential areas in the west residential areas in the south Church is in the northwest 1 in the south church is in the northwest 1 in the	and east quad	
6F 6G 6H	Outdoor theatre, 2-3 miles in North-northwest, 2 miles. Hotels are in the northeast qualithe west, 4-5 miles.	the northwest	
Note:	Although the airport is locate areas, the airport has no nois zoning.		

Waukegan Memorial	Vaukegan, IL	AGI.
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Part/Subset(s)	Comments
5C1	Runway 5/23
6A	Southeast quadrant, 1/4 mile; south on the boundary; northeast quadrant 1 mile from airport.
6C	Scattered throughout. Highest concentration is southeast on the boundary.
6D	Historic site at the southeast of the airport, approximately 1 mile.
6E	Church is in the southeast approximately 1 mile.
6G	Marriott Great America, 4.6 miles to the southwest.
6H	Scattered throughout all quadrants.

UGN

Part/Subset(s)	Comments	
2B1	County has a special review process of applications for construction on the airport. Applications are either granted or denied on the basis of land use compatibility. No airport use restrictions or noise abatement procedures.	
6A	Schools, west, 2 miles.	
6C	Residential area, west, 2 miles.	
6E	Scattered throughout residential area.	
6H	Scattered, from $1 \frac{1}{2}$ miles of the airport.	

Valparaiso, IN

AGL

VPZ

Porter County Municipal

Willow Run	Detroit, MI	AGL	YIP
Part/Subset(s)	Comments		
3D	Airport manager is interest ANCLUC study.	ted in participat	ing in an
5C1 5C3	Runways 5R/23L. Aircraft departing on Runw left to a heading of 340° to a in the west.	avoid the noise	sensitive area
5 F	Pilots are instructed to use when departing.	takeoff thrust i	restrictions
6A	Southeast quadrant, 3 miles section, approximately 2	miles from the	boundary.
6B	Hospital in the west section imately 2 miles from the bo	of the airport oundary.	, approx-
6C	Southeast quadrant, 3 miles from the airport; southwes the airport.	s; west section, t quadrant, 1 1/	2 miles of
6D	Scattered throughout the rewest and southwest quadran	sidential areas nts.	of southeast,
Special note:	Farmland is in the north-noport. The city of Bellville of the airport. A lake is in mately 1 1/2 miles from the	is in the souther the south appr	ast quadrant

Youngstown Municipal	Youngstown, OH A	GL	YNG
Part/Subset(s)	Comments		
2A	The city prescribes restictions and p the airport, and has published a noise procedures booklet.		
2D6	Trees are located in all quadrants.		
3A	City of Youngstown has a special conhandle noise complaints.	nmittee	set up to
4D1	Airport requests that no runup mainte at ramp areas on the approach end of the northeast quadrant.		
5C1	Preferential Runways are 14 or 32.		
5E	Included in booklet cited in 2A above. maximum climb on takeoff.	Reque	est s a
5 F	Included in booklet cited in 2A above. reduction after reaching an altitude of		ff thrust
512	Between 11 p.m. and 7 a.m., no trai		owed.
5.J	'Keep 'em high' program for high-pe craft. Noise aba tement Procedure be all pilots as they arrive or depart fro	erformar ooklet is	nce air- s given to
6C	Trailer parks to the southwest, $1/2$ n southeast, $1/2$ miles.	nile, an	d to the

Bolton Field	Columbus, OH	AGL	214
Part/Subset(s)	Comments		
2D6	Trees on the west between residential area.	the airport boun	dary and a
6C 6E 6G	Residential areas to the we A church is located 2 miles There is a golf course on t	s east.	dasy.

Lorain County Region	onal Lorain, OH AGL 22G
Part/Subset(s)	Comments
3A	Noise complaint committee from the areas around the airport with a heavy concentration in the northeast quadrant of the airport. The committee is protesting airport expansion.
4D1 4D2	Restriction on the location and time of engine runup maintenance on voluntary basis. Maintenance is usually conducted in the west and try to avoid prolonged runup maintenance from 11 p. m. to 7 a. m.
5C2	North traffic pattern to avoid the city of Oberlain in the south area of the airport. Informal procedure to keep the traffic pattern at a high altitude and at a close radius to the airport. Informal restriction to maintain runway heading until reaching an altitude of 700' before turning.
5E	Aircraft ascend at a maximum rate of climb after departure.
5G	Jet aircraft are requested to avoid reverse thrust if possible.
5 F	After reaching altitude of 700', aircraft are requested to reduce power.
51	Informal restriction on training from 11 p.m. to 7 a.m.
5J	No intersection takeoffs allowed.
6A	3 miles, southwest quadrant.
6C	2 miles, northeast quadrant.
6F	Outdoor concert hall, 3 miles in the southwest quadrant.

NEW ENGLAND REGION

CONNECTICUT
MAINE
MASSACHUSETTS
NEW HAMPSHIRE
RHODE ISLAND
VERMONT

NEW ENGLAND

Boire Field	Nashua, NH	ANE ASH	
Part/Subset(s)	Comments		
3A	Anti-airport group from the cit	ty of Nashua.	
6A	Schools, 3/4 mile east.		
6B	Hospital, 1 mile east.		
6C	Residential areas in all quadrants, 1/2 mile to the east is the most noise sensitive; also area to the south on the boundary is very noise sensitive.		
6E	Churches scattered in resident		
6G	Recreational facilities scatter	ed in all quadrants.	

Barnes Municipal	Westfield, MA	ANE	BAF
Part/Subset(s)	Comments		
2A	City prescribes noise abatement	procedures.	
2B1	Tax relief has been given to people living within certain proximity of the airport.		
2D6	Trees on all boundaries except or	the south.	
3A	S. N. A. P. (Stop Noise, Air Pollution) committee from Westfield. Law suits against the airport.		
ADA	Informal unacadona to make ancio		a the east
4D1 4D2	Informal procedure to make engir side of the airport against the bla maintenance is not done after mi	st fence. I	Runup
5C3	There is a right pattern requiren	nent on Run	way 2 for Air
5C3	National Guard F100 aircraft to departures on Runway 20, they a	avoid the ci	ty. For
511	left to avoid the city. For F100's, only 3 touch and go's are allowed. This is an informal procedure with the Air National Guard. Part of the noise problem is due to the F100 military aircraft.		
6A	Schools in the west, 3 miles.		
6B	Hospitals and nursing homes approach and west of the airport.	roximately	2 to 5 miles
6C	Residential areas, south and wes 1/4 mile. The areas south and nactive in noise complaints.	it, 2-5 mile ortheast ar	s, and south e the most
6G	Golf course east of the airport, in northeast, 1 1/2 miles.	1/2 mile; H	ampton Ponds
6H	Scattered.		

Bradley	International
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Windsor Locks, CT

ANE

BDL

Part/Subset(s)	Comments
2D6	There are blast walls on the north-northwest side and on the east-southeast side used for maintenance runups by Pratt Whitney and the Air National Guard. The Guard has shed-type noise suppression equip- ment.
3A	Noise committees include a governor-appointed group and Bradley Airport Noise Policy Committee. This was prescribed in the Master Plan and includes the airport manager, citizen groups, airline representatives and other members. Total membership is about 20 members. There is a citizen complaint group called "Citizens for Better Granby" from the city of Granby in the west-northwest area of the airport.
4D1 4D2	Restrict the time and location of engine runups for aircraft. Curfew on runups between 11 p. m. and 6 a. m. unless given prior approval of the airport manager. Restriction on the location for air carrier multi-engine aircraft and pure jet aircraft. Restrict these aircraft to the southeast edge of the freight ramp facing their blast to the northwest quadrant. The Air National Guard performs engine runup maintenance on the west side, adjacent to Taxiway J.
5C3	Preferential departure tracks: for IFR departures on Runway 6, make a 150 turn to the right.
5I1 5I2 5I3	Flight training restriction Monday through Saturday: no flight training between 11 p. m. and 7 a. m.; on Sundays, 11 p. m. to 12 noon. One pure jet aircraft is allowed to train at a time on a first come first serve basis.
5.J	Restriction on helicopter operations to avoid the Windsor Locks Area. Letter of agreement with the Air National Guard to comply with this procedure.
6A	Schools scattered in all quadrants. Southeast quadrant is the most noise sensitive area.
6C	Residential areas in all quadrants. The worst is in the southeast quadrant, 1/2 mile away, and the northeast quadrant, 1 1/2 miles.

Bradley International (Continued)

Part/Subset(s)	Comments
6D	Parks scattered in all quadrants.
6E	Churches scattered in all quadrants.
6H	Motels scattered in all quadrants.

Part/S	Subset(s)	Comments
	2D6	Trees on the south boundary of airport.
	4A6	There is a restrict ion on any aircraft 12,500 lbs. or more. Those aircraft are instructed not to use Runway 34/16.
	4D2	There is an informal procedure which restricts engine runups between 10 p.m. and 7:30 a.m.
	5C1	The preferential calmwind runway is 11/29.
	511 512 513	There is no flight training allowed between the hours of 10 p.m. and 7:30 a.m.
	6A	Schools in the east section, approximately 3 miles from the airport. In the north and west sections, approximately 1 1/2 miles from the airport.
	6B	There are hospitals 2 1/2 miles north of the airport.
	6C	Residential areas in all quadrants except the east. The southern section is the worst for noise sensitivity.
	6E	Religious structures are scattered throughout the residential areas.
	6F	There is a Shakespearean outdoor theatre 1 1/2
	6G	miles north of the airport. Recreational facilities are scattered throughout quadrants with the exception of the east and southwest.
	6Н	Hotels and motels are scattered throughout the area.

Special note:

Airport lies in the City of Stratford but is owned by the city of Bridgeport, which wants to expand the facility. This has created zoning and expansion problems.

Part/Subset(s)	Comments
2A	Airport is operated by Massachusetts Port Authority which imposes procedures and restriction for noise.
2D6	Tree line on the north boundary.
2D8	Noise and air pollution monitoring system on the
2D9	field but not permanent. It is part of the ANCLUC study being performed.
3A	Number of committees around this airport: Citizen's Aviation Policy Association from Lexington which is east of the airport; another group in Lincoln which is located southeast; and the Hanscon Field Advisor Committee (HFAC).
3	There is an ANCLUC study underway now. Bedford is one of two airports in which an ANCLUC study is now going on.
4B13	An informal curfew - manager discourages operations
4B2B	between 11 p. m. and 7 a. m. This is not a binding curfew.
4D1 4D2	Runups restricted to those areas designated by the manager. Runups are prohibited from 11 p. m. to 7 a. m. APU's and GPU's are restricted from 11 p. m. to 7 a. m. Runups are limited to 15 minutes duration each.
5C1	The calm wind preferential runway for landings is Runway 11 and for departures, Runway 29.
5C2	On takeoffs from Runway 11, there is no right turn until after reaching 2,000'. Off Runway 29, no left turns until after reaching 2,000' or 4 miles. Jet aircraft shall use the right traffic pattern for Runway 23 under VFR conditions. Jets are also instructed to use the full runway length for takeoffs.
511)	There is a restriction to the military for all transit
512 }	training. Massport has a restriction on touch and go's
513	or flight training between 9 p.m. and 7 a.m. No touch and go's or training for aircraft greater than
	12,500 lbs. at any time.
5J	Special procedure for helicopters to avoid noise sensitive areas near airport. TPA minimum is 1000'.

Lawrence G. Hanscon Field (continued)

Part/Subset(s)	Comment
6A	Schools north, 3 miles, and east, 2 1/2 miles.
6B	Hospital, 3 miles north.
6C	Residential areas scattered in all quadrants except due west of the airport.
6D	Minute Man National Park, south-southwest, 1 mile.
6E	There is a noise sensitive church north of the airport, approximately 3 miles. Others scattered throughout the noise sensitive area.
6G	Walton Pond located 3 1/2 miles southwest.
6H	Hotels, motels, south-southwest 1 1/2 miles, others scattered.

Bangor Internationa	Bangor, ME	ANE	BGR
Part/Subset(s)	Comments		
2B1	Industrial zoning on each end of the have one runway, 15/33, which runsoutheast.		
4D1	Restrict the location of engine run end of the runways.	nup mainte	nance to the
5A1	Glide slope angle changed from 2.	65° to 3°.	
5C3	Pilots are requested to maintain r 1500' before turning. This is for	unway hea	
6A	East, 1/2 mile.		
6B	East-southeast, 1 mile.		
6C	In all quadrants. The south is the	worst, 3	miles
6E	Scattered throughout the residenti	al areas.	
6 F	Auditorium to the southeast appro-	ximately 1	1/2 miles.
6H	East, south, and west from the bo		
7D	30 noise complaints annually.		
Special note:	Because of the length of the runwa with an overrun of a 1000' on each width, there is not much of a nois	n end and a	300'

Logan	International
-	

Boston, MA

ANE BOS

Part/Subset(s)	Comments
2A	The Massachussetts Port Authority owns and operates the airport and also prescribes different
2C1 2C2 }	noise abatement procedures. Port authority has applied to FAA for funds to soundproof 3 schools and 1 hospital. This applica-
2D0A } 2D0B }	tion is pending in Washington, D. C. Relocation plan at the airport for the Neptune Road area of the airport in the northwest quadrant. Approxi- mately 60 homes are eligible for purchase under this
	plan. About 30 homes have been purchased - voluntary program on the part of the owners. Plan started in August 1973.
2D1A 2D1B	Land disposal program of the Port Authority may require certain parcels of land to be disposed of by the Port Authority. This excess land lies in the approach zone of Runway 22L. All this action is pending. Massport property will be sold with noise easement rights. It will be sold to both residential and com-
2D2	mercial buyers. Only FAR 36 aircraft are allowed to land between 11 p. m. and 7 a. m. Others will be allowed if they receive a waiver from Massport. However, if they fail to receive this waiver, they are subject to a fine of \$250 for each violation.
2D6	There are blast fences on the airport at the end of Runway 22R at the north sector and by the General Aviation Terminal which is in the southwest quadrant.
2D8	There are 12 different noise monitoring locations at the ends of each runway.
3A	Approximately 9 noise committees from the various areas surrounding the airport. One is the MAPNAC- "Massachussetts Air Pollution Noise Abatement Committee." The Port Authority has regularly scheduled meetings with these committees. Its involvement was received during the Preferential Runway Usage study.

Logan International (Continued)

Part/Subset(s)	Comments
3D	There has been no ANCLUC study completed at the airport. However, noise control and compatibility problems were included in the master plan. Massport also has a noise control plan completed.
3 F	There are also various experiments underway now concerning departure headings, review of instrumentation, displaced thresholds, glide slope angles, preferential runways, portable mufflers for ERM and other activities.
4B1E } 4B2A }	There is no formal curfew but the manager is trying to get the airlines to reschedule their jet aircraft arrivals and departures before 11 p. m. and after 7 a. m. This is a woluntary curfew and has had some success. There is a non-FAR 36 restriction between the hours of 11 p. m. and 7 a. m. which may be waived by Massport.
4D1 4D2 4D3 4D4 4D5 4D6	There are no maintenance runups between 11 p. m. and 7 a. m. Those runups during other hours are done at the end of Runway 33L. At the west end of the airport hangars are used as a noise shield. For taxiing, the management encourages a single engine or engine-out to taxi into the south and east terminal area. Aircraft must be towed from the west side gate of the south terminal. Engines are out at the fire station at the south end of the south terminal and are to be towed to and from the gates. Also, landing aircraft are required not to bear from the runway until reaching the end of the runway for taxiing purposes after landing.
5 A 5	Profile descent program, known as ''power off descent program.''
5 <i>A</i> 4 5C1	This would cause deceleration procedure. Preferential runways are: 4L/4R during daytime landing, followed by the second preference for 27/22L, and 15R/9, 15/22R or 22L for departure. Night (11 p. m. to 7 a. m.) operational runways are: 33L/4R for landings and 15R/9 for departures.

Logan International (continued)

Part/Subset(s) Comments

5C1	Special notice to airmen includes: Landings on Runway 22R and takeoffs on Runway 4L remain the lowest priority for runway selection and shall be used for aircraft greater than 12,500 lbs. only with a significant operational requirement of emergency conditional assistance. However, during nighttime hours, Runway 22R shall not be used for landings and no departures shall be assigned for Runway 4L regardless of type unless no other runways are available. Also during nighttime hours, all aircraft will be required to use full length of all departures runways except 15R.
5C2	For landings on Runway 4R, the aircraft are directed around the north end of the airport and make their descent over the water. This is to avoid residential area in the southwest quadrant of the airport.
5C3	For departures of Runways 4R, 15R and 9, aircraft remain on runway heading until reaching 2500'. For departures of Runway 27, aircraft make a left turn to a heading of 250°; for Runway 33L aircraft make a left turn to heading of 315°; for Runway 22R and 22L, aircraft turn left to heading of 180°.
5 E	Airlines use standard air traffic altitude procedures for maximum climb on takeoff.
5 G	Aircraft are instructed to use full length of runway to help minimize reverse thrust.
5H2	Runway 22R is displaced 800' for noise.
511 512 513	No flight training permitted.
5J	14,000' minimum holding patterns for large aircraft. After the aircraft is cleared out of 14,000' by the tower, it makes a stabilized straight in approach.

Logan International (continued)

Part/Subset(s)	Comments
5J	This procedure also creates minimum flap usage for the aircraft.
6A	In all of these categories there is noise sensitive areas in all quadrants except the east and the northeast quadrants. Cities around airport that are noise sensitive: Revere - due north, Orient Heights - due north, Winthrop - due north, Nahant - northeast quadrant, Pt. Shirley - east quadrant, Squantum - south quadrant, Quincy - south quadrant, Wollaston - south quadrant, South Boston (Neptune Area) - southwest, Jamaica Plains - southwest, East Boston - west, Summerville - west, Medford - northwest, Malden - northwest, Everett - northwest, and Chelsea - northwest.
7G	Approximately 2000 noise complaints in 1977.

Comments
Trees on all boundaries.
Restrict the location of engine runup maintenance to the east end of Runway 33 in the southeast quadrant.
Preferential departure track (informal procedure) - off Runway 15, request a right turn to a heading of 170° for approximately one minute. This leads aircraft away from the populated area.
Schools in the northeastern quadrant, 2 to 3 miles from boundary.
2 to 3 hospitals in the northeast quadrant, 2-3 miles.
North-northeast boundary, southeast boundary, approximately 1 mile. Noise sensitive area to the west side, 1/4 mile.

Burlington, VT

ANE

BTV

Burlington International

Beverly Municipal	Beverly	Municipal
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Beverly, MA

ANE

BVY

Part/Subset(s)	Comments
2A	Procedures and restrictions of aircraft operations are imposed by the airport commission of the local
2D6	government. Tree line to the southeast, southwest, and northeast of the airport is being maintained for noise abatement purposes.
3A	C. R. A.S. H., a Committee to Restore Sensitivity to Homeowners, comprised of members of all quadrants.
4B1D	Voluntary curfew between 11 p.m. and 6 a.m.
4B2D	Applies to all aircraft. It is not a binding curfew.
5C1 5I1	Preferential calm wind is Runway 16/34. Restrictions on touch and go landings. On weekdays, no touch and go's are permitted between 9 p.m. and 7 a.m. and also on Saturday, Sunday, and holidays, flight training operations are restricted between 9 p.m. and 8 a.m. In the summer months, there is a restriction on Sundays between 1 p.m. and 5 p.m. None permitted after sunset on Saturdays and Sundays. On touch and go operations, the aircraft must be airborne within the first one-half of the runway in use.
5J	Traffic pattern altitude is 900' minimum and no intersection takeoffs on Runway 9/27.
6A	Schools in the west, 1/2 mile and also 2 miles away.
6B 6C	Hospital 2 miles west of the airport. On the west boundary, there is a residential area. Also on the northwest through southwest boundaries and southeastern boundary. The western sector is the most noise sensitive.
6 E	Religious structures scattered in the western and the south- east quadrants of the airport.
6 F	Public gathering places located 3 miles in the southeast quadrant.
6Н	Motels in the southeastern quadrant approximately 1/2 mile from the airport.
7E	50-100 noise complaints.

NE-14

Part/Subset(s)	Comments
2B1	All areas around the airport have been zoned industrial.
3B2	Land use compatibility was addressed in the master plan which was completed in 1978. No ANCLUC study completed.
6A	Schools in the south and east sections, between 1 and 4 miles from the boundary.
6 B	Hospitals in south and east sections, approximately 1-4 miles away.
6C	Residential areas in the east and south sections 1-4 miles away.
6D	Waterfront Whaling Museum in the south-southeast quadrant, 4 to 4 1/2 miles away.
6E	Churches scattered in south and east sections, between 1 and 4 miles away.
6 F	Public gathering places in the east and south sections, 1 to 4 miles away.
6G	Recreational facilities in the east and southwest quadrants 4 1/2 miles.
6H	Hotels and motels in the east and southwest

quadrants 4 1/2 miles away.

New Bedford, MA

ANE

EWB

Special note:

New Bedford Municipal

Because of the high noise level from the surrounding industrial parks, aircraft noise does not present a problem.

Fitchburg Municipal	Fitchburg, MA	ANE	FIT
Part/Subset(s)	Comments		
5C3	Aircraft are required to make a to avoid hospitals. This is for		
6B	Hospital in south section, approfrom the airport boundary.	oximately 3/4 m	ile away
6C	Residential areas in the souther boundary, on the north and sout boundary.	•	
6E	Churches in the northwest quadr 1 1/2 miles from the airport.	rant approximat	ely
6G	Whalom Park located 1 1/2 mile	es north.	
6Н	Motels in the south section, 1 the southeast, 1 mile.	1/4 miles; and	in
7A	Receive less than 5 noise comp	laints annually.	

Part/Subset(s)	Comments
2B1 2D6	Land is zoned industrial in the northwest quadrant. Trees in the northwest quadrant of the airport.
3A	There is a noise committee called R. O. A. R. for Return Our Alienated Rights which is located in the western section.
3C	In the process of developing a 20-year master plan. A definite land use compatibility problem exists around the airport.
4D1	Restrict the location of engine runup maintenance to a closed portion of Runway 28 on the northeast side of Runway 23. There is an informal voluntary noise reduction program.
5C3	For takeoffs from Runway 23, request a 10° turn to the left to avoid the noise sensitive areas; for Runway 5, recommend a right turn to follow the river; for Runway 33, pilots hold runway heading until over the river, which is approximately 3 miles away.
6A	Schools, 13/4 miles northeast of the airport.
6B	Hospital, 3 miles west; nursing home, 1 1/2 miles north.
6C	Residences in northeast quadrant, approximately $11/2$ miles away; southeast quadrant, $3/4$ mile; and west-northwest sector, the most noise sensitive area.
6E	Church in the northeast quadrant 1 3/4 miles away.
6G	Recreational facilities scattered around the airport in all quadrants.
6Н	Resort (Mystic Seaport) and motels 3 to 4 miles northeast.

HFD

Part/Subset(s)	Comments
2D6	There is a dike around some of the airport run- ways to hold back water and reduce the noise. There are also trees across this dike which tend to lessen the noise impact.
3A	There is a committee in Wethersfield which has a noise program. Its activity has declined in recent years since the adoption of noise abatement procedures.
5C2	For arrivals into the Hartford Airport, pilots are instructed to follow the river or highway for landing on Runway 2. Instructed to avoid the area of Wethersfield under VFR conditions.
5C3	All aircraft departing on Runway 20 southbound are instructed to make a left turn to follow the river or highway. Those turning right, do so north of the Wethersfield cove.
5J	All aircraft over Wethersfield are instructed to remain at an altitude of at least 1500'.
6B	Hospitals are 3 miles west of the airport.
6C	Residential areas east, 2-3 miles; south, 3 miles; west-northwest, 3 miles.
6D	Wethersfield is an historic site 3 miles to the south of the airport.
6 G	Stadium located 3 miles northwest of the airport.
6Н	Hotels, motels, resorts are 1/2 mile west and 3 miles northwest of the airport.

Part/Subset(s)	Comments
2D6	Trees near Runway 2 in the south section of airport. This is a noise sensitive area.
3A	Citizen's group from East Haven to protest airport expansion.
5C3	For departures from Runway 20 to the south, no right turns allowed until after shoreline to avoid noise sensitive area in the southwest. For jet aircraft, no right or left turns permitted until after reaching the shoreline.
511 512 513	Flight training restriction. Restricted touch and go operations on all aircraft or low approaches. Curfew between 10 p. m. and 7 a. m. on weekdays and 10 p. m. to 8 a. m. on Sundays.
6B	3-4 hospitals, 4 miles northwest.
6C	In all quadrants. The southwest is the most noise sensitive.
6E	Scattered throughout the residential areas.
6 F	Concert halls and public gathering places in downtown New Haven, 2 miles to the north-northwest.
6G	Recreational facilities. Shoreline and boating activities to the south in the Long Island Sound.
6Н	East, 5 miles.

Part/Subset(s)	Comments
2D6	A gravel pit was dug out in northwest quadrant of the airport which is used for engine maintenance runups.
2D7	In process of extending Runway 15/33, 1600'.
3A	Airport Safety and Noise Abatement Committee comprised of the airport manager, FAA representatives, airport users and community representatives has adopted guidelines on noise abatement procedures.
3B	No ANCLUC study completed. Noise control and land use compatibility was addressed in the master plan.
4C	A non-FAR 36 restriction which states that all future leases with jet aircraft users will require those jet aircraft to comply with FAR 36.
$\left. \begin{array}{c} 4D1 \\ 4D2 \end{array} \right\}$	Restrict the location of engine runup maintenance to the west and north sections of the airport. A curfew on engine runup maintenance from 11 p. m. to 7 a. m.
5H2	A displaced threshold for landings on Runway 6. This threshold is displaced 500' for safety and noise reasons.
5I	Informal flight training restrictions: For training flights, try to keep traffic away from the city of Hyannis, located southwest of the airport. For touch and go's, the aircraft is required to be airborne within the first half of the runway; traffic on Runways 15/33 is required to remain northeast of the airport. Traffic is restricted around the hospital in the south sector of the airport.
6A	Approximately 15 schools scattered in all sectors, from $3/4$ to 5 miles.
6B 6C	Hospital to the south, approximately 1/2 mile. Residential in all quadrants except the northwest. The southwest is the worst. Town of Hyannis is approximately
6E 6F	1/4 mile southwest of the airport. Churches scattered in all residential areas. Theatre located 1 mile from airport in the southwest quadrant.

Barnstable Municipal (continued)

6G	Beaches in all quadrants except the east.
6H	Motels, hotels, and resorts surrounding the airports in all quadrants.
7E	Between 50-100 noise complaints per year.

Lawrence Munici	pal Lawrence, MA	ANE	LW/M
Part/Subset(s)	Comments		
2D6	Blast fence on end of Run quadrant of the airport -	nway 5 on the sused for engir	southwest ne runups.
5C1	Preferential calm wind r	unway is 05.	
5C2	To be in line with the run the runway before final a		from
5C3	To hold runway heading of the departure end of the intersection takeoffs.	on departures u runway. A res	until past striction on
5 F	There is an informal tak Takeoff power is to be re possible for safe takeoffs	educed as much	
511	There is a restriction on low approaches. On Frid		
512 513	and go landings from 9 p. and Sundays, 9 p. m. to 8 Only one touch and go lan	m. to 7 a.m.; a.m. No cur	on Saturdays, few on weekdays.
5J	Traffic pattern altitude is	3 1,150' (MSL)	
6A	Schools in the southeast q boundary and in the south boundary.		
6B	Nursing home south about hospital northwest about 2	2 miles from 2 miles from t	the airport; he airport.
6C	Residential in all quadran which is zoned industrial.		ne northeast,
6E	Churches in the southwest mile from the airport.	t quadrant, app	proximately 1
6Н	Hotels in the southeast qua miles from the airport.	adrant, approx	ximately 1 1/2
7C	10-25 complaints per year	Ç	

Manchester International	Manchester, NH	ANE	MHT

Part/Subset(s)	Comments
2B1	All areas around the airport have been zoned industrial as part of a rezoning program by the city.
2D6	Trees scattered on all boundaries; they have a minimal effect on lessening noise.
6A	1 mile northeast.
6C	1 1/2 miles north and scattered throughout all quadrants.
6E	2 miles north.
6H	3/4 mile northwest.
7C	12 noise complaints.

Part/Subset(s)	Comments
2D0	Land was acquired around the airport for expansion and noise buffer purposes. There is an industrial park on the southwest side which is being built on part of this land.
2D6	Tree line on south and west side. Airport is 500'-600' above the city with an elevation of 1009'. This acts as a noise barrier.
5C1	Informal runway procedure to use Runway 11/29 at night.
6A	East, 2-5 miles; southeast, 1 1/2 miles.
6B	Southeast, 3 miles; east, 4 miles
6C	Northeast, 1/2 mile and in all quadrants with the exception of the southwest through northwest.
6E	Scattered in the residential areas.
6 F	Northeast to southern sectors of the airport in the city.
6 G	Scattered around the airport.
6Н	Northeast-southeast quadrants.
7B	9 noise complaints.

Part. Subset(s)	Comments
2A	City imposes restriction and procedures for noise purposes. These are city-imposed, state-approved.
2D6	Trees on south and north boundaries.
3A	Noise committees: S. N. A. G. (Stop Norwood Airport Growth) from the area west of the airport; a task force committee comprised of the town airport commission, airport users, and various community representatives; a touch and go committee comprised of the airport manager, fixed based operators, FAA representatives and interested parties.
4C1	Non-FAR 36 restriction which restricts jet departures on Runway 28 unless the aircraft meets FAR 36. Restricts jet departures on Runway 10 unless the aircraft meets FAR 36. Aircraft are exempted from this regulation if they receive the prior approval of the airport manager.
5C3	Preferential departure procedure for Runway 17: no turns after departure until reaching the divided highway. On Runway 28: after a right turn, follow highway, which is Route 1. On Runway 35' climb to 1,500' before turning.
5H	There is a displaced threshold on Runway 10, 1,000'.
5I1 5I2 5I3	Touch and go curfew between 11 p. m. and 8 a. m. weekdays. No touch and go's after sunset on Saturdays, Sundays, and holidays. This includes low approaches and other type of flight training.
5J	Special helicopter procedure which requests helicopters to avoid the noise sensitive areas.
6B	Hospital, 2 miles in the west. Residential areas north, approximimately 1 mile.
6C 6F	Concert or public gathering place approximately 2 miles northwest. The center of town is about 1-1 1/2 miles northwest.

Part/Subset(s) Comment Comment Comment Comment Comment Residential area located 1 mile west and 1 mile south of the airport. Religious structures scattered in residential area 1 mile west and south. Receive less than 5 noise complaints annually.

Pittsfield Municipal	Pittsfield, MA	ANE	PSF
Part/Subset(s)	Comments		
2D6	There are trees and high earth ridges around the airport. The airport lies upon a small plateau with an elevation of 1,194', which creates a natural landscaping barrier.		eau
4D1	Restrict the location of engine to the center of the airport - ir	•	
5C1	The preferential calm wind run	away is 26.	
6G	Recreational facilities on the	east boundary	- park.

Part/subset(s)	Comments
2D6	Trees on the eastern boundary, but have a minimal effect on lessening the noise impact.
4 A0	All jets restricted from using 5L and 23R.
4 A6	Aircraft 12,500 lbs. and over are restricted from 5L and 23R.
4B1E)	Informal agreement with the airlines to restrict
4B2C }	operations between 11 p.m. and 7 a.m. This pertains to large aircraft and is not a binding curfew.
4D	Restrict the location of engine runup maintenance to the center of the airport.
4D2	Restrict the time of engine runups. No runups between 12 midnight and 6:30 a.m.
	No noise abatement procedures.
6A	Schools scattered in all quadrants.
6B	Hospitals in the northeast quadrant approximately 5 miles; in west-southwest sector, 4 miles.
6C	Residential areas are scattered around the airport.
6E	Churches in all quadrants.
6G	Park in the southeast, 4 miles.
6Н	In the northwest and southwest quadrants, 1/2 mile. Hotels and motels along the west side of the airport.

Providence, RI

ANE

PVD

T. F. Green State

Part/Subset(s)	Comments
3A	Western Promenade Association, a noise committee located in the east section, 1 1/2 miles from the city.
3C	An ANCLUC study is underway.
5C1	Informal preferential runway. Runway 11 for arrivals
5C2	and Runway 29 for departures. This is a night time
5C3	procedure and applies to turbo jet aircraft only. For arrivals on Runway 29, aircraft are instructed to stay over the Fore River and on the right base to avoid the hospital. For departures on Runway 29, aircraft are in-
	structed to hold runway heading until 2500' to avoid the business building located in that area. On Runway ll, departures are instructed to hold heading until 2500' to avoid the hospital.
6B	In the east-northeast, 1 1/2 miles.
6C	In the east, $1 \frac{1}{2}$ miles; north, $1 \frac{1}{2}$ miles.
6 I	Union Mutual building in the northwest quadrant, 1/2 mile.

Newport State	Newport, RI	<u> 2B4</u>
Part/Subset(s)	Comments	
2D6	Tree line on the southeastern side of I No noise abatement procedures.	Runway 4.
6A 6C	School in southwest quadrant Residential area in the southwestern of	puadrant, 1/4 mile.
6E 6H	Churches in the southwestern quadrant Motel, a mile southwest of the airport	

NORTHWESTERN REGION

IDAHO OREGON WASHINGTON

NORTHWEST

King County	International/
Boeing Field	ì

Seattle, WA

ANW

BH

Part/Subset(s)	Comments
2A 2D5	City and county are proposing a noise ordinance. There are blast fences in the southwest quadrant and noise suppression cells located on the airport.
4D2	Engine runup maintenance is informally restricted to the north section.
5C2	Aircraft landing on Runway 13 are vectored to the base leg at Elliott before visual approach clearance is issued. Aircraft landing on Runway 31 are instructed to remain at 3,000' until turning final approach.
5C3	Departures on Runway 13 (south and east), jets maintain runway heading until reaching an altitude of 3,000'. Jet departures on Runway 31, maintain runway heading until reaching the water or 8,000'.
5J	Special problem due to SEATAC located south 3 - 4 miles of airport. After departure, aircraft are turned over to SEATAC control tower and they handle noise procedures for the airport.
6A	A school is 1 mile northeast.
6C	Residential areas are 1 mile northeast and southeast.
6E	Churches are scattered throughout the residential areas.
6G	Parks are scattered from 1 mile northeast and southeast.
6H	Hotels and motels are 2 miles south

Part/Subset(s)	Comments
2A	City prescribes restrictions and procedures for
2B1	noise abatement. City and county review all construction applications for land-use compatibility. Building permits may include a soundproofing clause if building's uses are deemed noise sensitive. City is in process of establishing land-use zoning. Study investigates the possibility of soundproofing noise-sensitive structures around the airport.
2D0A	Forty acres of land have been acquired in the west section for clear zone and land use compatibility purposes.
4D2	Air National Guard runup maintenance is restricted to the southeast quadrant.
5C1 5C2 5C3	Preferential runways are 10 and 28. For approaches from the north on Runway 10 or 28, aircraft are to remain at or above 6,000' with a 10-mile final approach. For departures on Runway 10, aircraft are instructed to maintain runway heading until reaching an altitude of 6,000'. For departures on Runway 28, aircraft are to maintain runway heading until reaching an altitude of 6,000'. All inbound turboprop and turbojet aircraft arriving from an area north of the BOI 276° clockwise to 096° shall be turned on to final at least 10 miles from the airport at or above 6,000' MSL. All IFR turboprops and turbojets shall maintain runway heading until reading of 6,000' MSL prior to turning. Exception: Runway 10 departing south, west, southeast with a right turn. Flight training is on the south side.
6A 6B 6C 6E 6G 6H	The City of Boise is adjacent to the boundary on the northwest, north, and northeast. Area south is primarily desert.

Bellewe Airport	Bellevie, WA	ANW	BVU
Part/Subset(s)	Comments		
6A	Schools are scattered around ai		
6C	Residential areas surround airp boundary on northeast side.	ort and exte	nd to
6E	A Mormon Church is under consapproach path, others are scatt residential areas.		
6H	Hotels and motels are northwes	t.	

Mahlon Sweet	Eugene, OR	ANW	EUG
Part/Subset(s)	Comments		
2B1	Airport District Board zoning of adjacent to the airport prohibits		
4.A9	No jet landings on Runway 3. No Runway 21.	o jet departu	res from
5C1	Preferential winter runway is 16 for landings and takeoffs. Preferential summer runway is 34 for landings and takeoffs.		
6C	There is a small residential are quadrant.	a in the sout	hwest

Part/Subset(s)	Comments
2D0A	About 67 acres have been acquired for land-use compatibility on the west and southwest.
5C1 5C3	Preferential Runway 21. Departures from Runways 3 and 21 maintain runway heading until reaching an altitude of 2,500'. Departures from Runway 25 turn left immediately after takeoff to a heading of 190° to avoid residential
5J	area. Aircraft weighing 25,000 lbs. or over are not to use Runway 25.
6C	Trailer park is 1/2 mile east of boundary.

Spokane, WA

ANW

GEG

Spokane International

Portland-Hillsboro	Hillsboro, OR	ANW	HIO
Part/Subset(s)	Comments		
2A	Port Authority restricts number	of aircraft b	ased here.
5C3	Maximum climb to 1,500' before Runway 20.	e turning from	m
5J	North-South runway use is restr	ricted at night	
6A	Schools are 1/2 mile southwest		utheast.
6B	A hospital is 1 1/4 miles southwe	est.	
6C	Residential areas extend from a west, south, and southeast.	urport bound	ary on
6E	Churches are scattered through	out residentia	d areas.
6G	A park is 1 3/4 miles south.		
6H	Motels are 3/4 mile south.		

Fanning Field

Idaho Falls, ID

ANW

IDA

Part/Subset(s)

Comments

2D0A

Forty-five acres were acquired on west side for land-use compatibility.

Kingsley Field	Klamath Falls, OR	ANW	<u>LMT</u>
Part/Subset(s)	Comments		
6A	Schools are 2 miles north.		
6B	Hospital is 6 miles northwest.		
6C	Residential areas are 1 mile north and scattered beyond.		
6E	Churches are scattered northwest and north.		

Lewiston/Nez Perce County Lewiston, ID ANW LWS

Part/Subset(s)	Comments
2D0A	Forty acres were acquired on the east side for land- use compatibility.
3C	ANCLUC study is underway.
6A	Schools are 1/2 mile east and beyond.
6C	Residential areas adjoin airport on east side.
6E	Churches, parks and other facilities are all scattered
6 G	to the east.

Part/Subset(s)	Comments
2B1	Interim mountain zoning allows residential and industrial use for areas around the airport. Most areas are zoned industrial.
2C1	Medford High School, 31/2 miles southeast of boundary, was soundproofed.
2D0A	Approximately 30 acres in approved path were purchased for land-use compatibility.
3B2	Interim mountain zoning came from a land-use compatibility study separate from the master plan.
5C1	Preferential landing runway is 14. Preferential departure runway is 32.
5J	Informal procedure by the town keeps traffic in an east pattern to avoid western residential area.
6A	Schools are $3 \frac{1}{2}$ miles southeast, with others scattered in the south and southwest.
6B	A hospital is 4 miles south.
6C	Residential areas are 2 miles southeast, south, southwest, and northwest.
6E	Churches are scattered throughout the residential areas.
6G)	Recreation facilities, hotels and motels are 3 1/2 miles
6Н)	south.

Medford, OR

Olympia	Olympia, WA	ANW	OLM
Part/Subset(s)	Comments		
5J	Avoid dog hospital 1/2 mile from r	orth bound	ary.
6A	Schools are 3/4 mile north and be	yond.	
6C	Residential areas are 1/2 mile no	rth and bey	ond.
6E	Churches are north.		
6G	Recreation facilities are north.		

Snohomish County/Paine Field A/P Everett, WA ANW PAE

Part/Subset(s)	Comments
2A 2D6	Snohomish County has proposed noise regulations. Blast fence for engine runup in northeast quadrant.
3A	"Concerned Citizens for the Responsible Development of Painefield" are forming airport advisory committee.
3C	ANCLUC study has been proposed.
4D1	Runup restricted to northeast and from 10 p.m. to
4D2	7 a. m.
5J	Army aircraft use maximum climb on takeoff and maintain runway heading to 2,000'.
6A	Schools are 1 mile west and south. Snohomish County schools are very noise sensitive.
6C	Residential areas extend from 1/2 mile west and from south boundary.
6E	Churches are scattered throughout residential areas.
7 F	Automatic counter used on special noise complaint phone number.

Part/Subset(s)	Comments
2B1	Construction is reviewed for land use compatibility.
4D0A 4D0B	Approximately 1,400 acres, including 150 homes, were acquired on the east in 1971.
3A	Small northeast Portland noise complaint committee is due south.
3C	Noise control and land use compatibility plan underway. Expected completion date is January 1, 1979.
4 A9	The Port Authority restricts use of Runway 20 to aircraft less than 12,500 lbs. for noise impact reduction.
5C3	Departures from Runways 10 and 28 are to maintain runway heading until 2,500'.
5I	Military planes are to perform flight training out over the ocean.
5J	'Keep 'em high' program.
6A	Schools are in the northwest through the northeast quadrant in the City of Vancouver, 1/4 mile to 5 miles from boundary. Schools are due south in the City of Portland, 2 miles.
6C	Residential areas are northwest, north, northeast, and south from boundary out.
6E	Churches are northwest, north, northeast, and south.
6G	Parks and recreational facilities are northwest, north, northeast, and south.

Part/Subset(s)	Comments
2B1	County zoning requires all construction applications to be reviewed for land-use compatibility.
2D7	Runway 30 was extended 3,200' to allow takeoffs to the northwest over the desert area.
5C1	Preferential runways are 21R for landing and Runway 30 for takeoffs.
5C 2	Take off to the north over desert area and land to
5C3	the south.
5I	Preferential Runway 30 for touch and go operations.
5J	Runway 3L will not be used unless absolutely necessary.
6A	A college is on southwest boundary; other schools are scattered in the southwest, south, and southeast.
6B	A hospital is 1 mile south.
6C	Residential areas are scattered in the southwest, south, and southeast.
6E	Churches are scattered in residential areas.
6G	A golf course is $1/2$ mile south. Parks and recreation facilities are southwest, south, and southeast.
6H	Hotels and motels are scattered in the southwest, south, and southeast.

Pasco, WA

ANW

PSC

Tri-Cities

Roberts Field	Redmond, OR	ANW	RDM
Part/Subset(s)	Comments		A REPORT
6A	Schools are 1/2 mile northwest		
6C	Residential areas are 1/4 mile		
6E	Churches are northwest, north		t.
6G	Recreation facilities are north		

Renton Municipal	Renton, WA	ANW	RNT
Part/Subset(s)	Comments		
2D6	Blast fence is just beyond south	boundary.	
5J	Large aircraft are kept above 1 in eastern traffic pattern.	,000' on base	leg and
6A 6C	Schools are 1 mile and beyond i Residential areas surround air 1/2 mile west and 1 1/2 miles so	port, with hig	ns. In density
6E 6G 6H	Churches are scattered through Lake Washington is 1/2 mile not Motels are 1/2 mile south.	out residentia	il areas.

Part/Subset(s)	Comments
2B1	A King County zoning plan, Airport Open Use Zoning, has been proposed. It would require review of all construction applications for land use compatibility. Land acquired would be rezoned from residential to industrial, primarily in the north and south sections of the airport.
2C3B	Two homes were soundproofed north of the airport as a test.
2D0 A 2D0B 2D6	Port Authority acquired 150 acres, including 425 homes, north and south of the airport. There are a vegetation barrier and buildings in the east and west sections.
2D8	Noise monitoring system will be installed January 1979.
3A	SEATAC/PAC, SEATAC Policy Advisory Committee, comprised of FAA, airport manager, citizen's representatives, interested parties, and airport users. Westside Hilltop Survival Commission from the west.
3B	A combined master plan and environs plan sponsored by King County and the Port Authority of the SEATAC Airport, SEATAC Community Plan. Noise control and land use compatibility were addressed in the plan. Soundproofing of buildings around the airport was recommended.
4D1	No engine runup maintenance between 11 p.m. and
4D2	6 a.m. Engine can use only 50% power for 2 minutes. All runups should direct blast toward the airport.
5C1	Preferred takeoff, Runway 16L and preferred landing runway is Runway 34R.
5C2	Arrivals from the south shall be vectored over Elliott Bay to the final approach course. If unable to comply with the Elliott Bay routing, add a 1,000' of altitude to the aircraft base leg for each 3 miles the aircraft is north of Elliott Bay. Aircraft being vectored for
	approaches to Boeing Field and/or Seattle-Tacoma shall not be cleared below 5,000 ' until necessary for normal straight in descent or turn to base leg.

Seattle-Tacoma Interational (Continued)

Part/Subset(s)

Comments

5C3

Aircraft departing Seattle-Tacoma Airport shall not be given approval to turn after takeoff until they have reached an altitude of 1,000' MSL unless a turn is required for safety. Departures - south flow, instruct 16L/R departures to 'maintain runway heading.' Westbound departures shall not be turned until the aircraft have reached a point at least 3 miles south of the airport and have vacated 3,000'. Eastbound departures shall not be turned until the aircraft have reached a point at least 5 miles south of the airport and have vacated 3,000'. Aircraft departing Boeing Field, Runway 13R, shall remain on runway heading to 3,000' before turning. Departures - north flow. instruct 34L/R departures to 'maintain runway heading." Departures that will make a left turn shall subsequently be assigned radar vectors over Elliott Bay and Puget Sound. The intent is to vector these departures over the middle of Elliott Bay, avoiding all areas of dense population. North and northwestbound aircraft shall be vectored over Elliott Bay. After leaving Elliott Bay the aircraft shall be vectored to conform with the Seattle ARTCC Letter of Agreement. Northeastbound aricraft (J503) that make an Elliott Bay departure shall be vectored over Puget Sound and handed off to Sector 3 on a 3400 heading. Southeastbound (J20) may be turned left (after being vectored over Elliott Bay) and vectored eastbound over the Seattle VORTAC provided Seattle ARTCC is advised of this routing prior to handoff. These aircraft shall be vectored southbound over Puget Sound until leaving 8,000' before turning eastbound, crossing the shoreline west of the Seattle-Tacoma Airport. Southbound aircraft shall be vectored over Elliott Bay and turned to a heading of 175°. These aircraft shall be vectored so as to remain clear of V287.

5J

Turbo-jet aircraft operating locally shall be assigned 5,000' or above. These aircraft shall be routed over Puget Sound as much as possible.

Seattle-Tacoma International (Continued)

Part/Subset(s)	Comments
6A	A school district suit against the Port Authority resulted in an award of 6 million dollars for sound-proofing the schools around the airport. Two schools were closed due to aircraft noise.
6C	Residential areas and churches are scattered in all
6E	quadrants from the boundary out.
6G	A golf course is due south; parks are scattered throughout the north and small parks are in all quadrants.
6Н	Hotels are 1/4 mile from the eastern boundary and beyond.

McNary Field	Salem, OR	ANW	SLE
2B1	Land-use compatibility zoning bais being instituted. Realtors are acquaint land buyers with restri	re required to	contours
3B2	Master plan and land-use compa performed separately.	tibility studie	s were
5C1	Runway 34 is informally prefere and departures.	ential for land	lings
5J	Military helicopters are kept to heavily populated areas. Also, i special placement on Runway 31	ILS was given	1
6A	Schools are 1/2 mile from bound the north, west, and south.	ary and beyon	nd on
6B	Hospitals are 1 mile northwest a	nd southwest.	
6C	Residential areas are 1/4 to 1/2 and surround airport, except on	mile from bo	undary
6E	Churches are scattered througho	ut residential	areas.
6F	A stadium is 1 mile northwest.		
6G	Parks and other recreational facthroughout residential areas.	ilities are sc	attered
6H	Hotels and motels are 1/2 mile n	orthwest and	bey 9 nd.

Part/Subset(s) Comments 2A Port Authority restricts number of aircraft based here. 6A Schools are 1 1/2 miles southeast and beyond. 6C Residential areas are 3/4 mile southeast and beyond. 6E Churches are southeast. 6G Recreation facilities are southeast.

Troutdale, OR

ANW

TTD

Portland-Troutdale Airport

Twin Falls-Joslin Field

Twin Falls, ID

ANW

TWF

Part/Subset(s)

Comments

2DOA

Forty acres on the west were acquired for land-use compatibility.

Yakima	Air	Terminal

Yakima, WA

ANW

YKM

Part/Subset(s)	Comments
5C2	All turbojets, large air carriers, and military aircrafts approach to the south to avoid the city.
6A	Schools are 1/2 mile and 2 miles northeast and north.
6B	Hospitals are 2 miles north and 21/2 miles northeast.
6C	Residential areas are scattered from the northwest to the northeast quadrants.
6F	Churches are scattered in north.

Vancouver, WA	ANW	60S
Comments		
A school is 1 mile west.		
	1/2 west and	beyond.
Churches are west.		
	A school is 1 mile west. Scattered residential areas are 1	Comments A school is 1 mile west. Scattered residential areas are 1/2 west and

PACIFIC REGION HAWAII SOUTH PACIFIC

PACIFIC

Honolulu Internation	Honolulu, HI	APC	HNL
Part/Subset(s)	Comments		
2 C1	A school 1 mile from end of Run proofed.	nway 8L h a s	been sound-
2C5	A hotel 1/2 mile north of airpor	t had heen d	aundproofed
2D7	New reef runway is 12,000' long out over water for noise abateme	, 8R-26L,	and extends
2D8	Noise system is on the field.		
3A	Citizens Against Noise (CAN) is	an active of	roun here
3C	An ANCLUC study has been prop		oup here.
5C1	Preferential Runways are 8R ardepartures, respectively.	nd 4R for la	ndings and
5C2	Large 4-engine aircraft approace final approach west of VORTAC ILS glide slope. Small aircraft leg over east of Pearl Harbor ch by tower. Approaches to Runwa at high altitude unless beginning	at or above may fly a channel when ay 22/26 ov	2200' or on lose-in base authorized
511	Touch and go operations are pro-	hibited.	
6A 6B 6C 6E 6G 6H	Noise sensitive facilities are ear and northwest.	st a n d 2 mil	es northeast

General Lyman Field	Hilo, HI	APC	OTI	
General Lynnai Freid	1110, 111			

Part/Subset(s)	Comments
4B1J	Jet aircraft are prohibited on Runway 3-21 from 6 p. m.
4B2A	to 6 a. m.
5C1	Runways 8 and 26 are preferential for takeoff and landing, respectively.
5C2	Takeoff and landings are to and from the east when conditions
5C3	permit.
5I	Jet training is prohibited.
6A)	These facilities are 1/4 mile north, 1/2 mile southwest and
6C	2 miles west-northwest.
6E	
6G	

Lihue Airport	Lihue, HI	APC	TIH
Part/Subset(s)	Comments		
6A	Schools are 1/2 mile so	outheast and 1 mile	southwest.
6C	Residential areas, chu	rches and recreatio	n areas are
6E	1/4 mile southeast and		th recreation
6G	beaches on the shoreling	ne north.	
6H	Motels are primarily 1	/4 mile southeast a	nd beyond.

Waimea-Kohala Airport

Kamuela, HI

APC

MUE

Part/Subset(s)

Comments

6A

6C

6C

6E

Kahului Airport	Kahului, HI	APC	OGG
Part/Subset(s)	Comments		
3A 3C	Citizens Against Noise (C An ANCLUC study has be		е.
5C1	Runway 2 is preferred for		for
5C2	large aircraft departures Arrivals from the east o 5 must enter left traffic to the southwest. Aircra Runway 2 or left traffic shoreline on downwind le	r south desiring to pattern and avoid p aft in right traffic pattern for Runwa g over east end of	populated areas pattern for y 20 cross
5C3	to avoid residential areas. Departures from Runway 2 must clear shoreline by 1 mile before turning. Large aircraft departing Runv 5 turn left or right as soon as possible and proceed 1 beyond shoreline.		arting Runway
6A 6B 6C 6E 6G 6H	These facilities are west	and northeast.	

ROCKY MOUNTAIN REGION

COLORADO
MONTANA
NORTH DAKOTA
SOUTH DAKOTA
UTAH
WYOMING

ROCKY MOUNTAIN

MEATHUSHA TEESSA MULAZA GUARGIA AMATHUM ATORAG HTUGE ATORAG HTUGE

MATHERN YNSER

Part/Subset(s)	Comments
2B1	City and county zoning are based on land use compatibility in airport vicinity.
5C1	Runways 13 for departures and 31 for landings are preferential.

Residential areas are 1/2 mile west.

Aberdeen Municipal/Regional

6C

Aberdeen, SD

ABR

ARM

Arapahoe County	Denver, CO	ARM	APA
Part/Subset(s)	Comments		
2B1	City and county review constr compatibility.	ruc tio n for land u	ise
3B2	Land use compatibility plan is	s based on LDN	contours
6C	Residential areas are 2 miles	s north and south	neast.
6G	Racquet club is 3 miles north	neast.	
6H	Hotel is 3 miles northwest.		

Watertown Munic	ipal Watertown, SD	ARM	ATY
Part/Subset(s)	Comments		
6A	School are 1/2 mile and 4 miles e	ast.	
6B	Hospitals are 2 and 3 miles east.		
6C	Residential areas surround airpo northwest boundary and 1/2 miles	east and so	outheast.
6E	Churches are scattered throughou	it residentia	l areas.

Part/Subset(s)	Comments
4D1 4D2	Runup is restricted to east quadrant and prohibited from 10 p.m. to 8 a.m.
5C1 5J	Runway 27 is preferential. ''Keep 'em high' program in effect. Aircraft must maintain 5000' MSL above city from 10 p.m. to 8 a.m.
6A 6B 6C	School, hospitals, and residential areas are 1/2 mile south and northeast.
6E 6F	Churches are 1/2 mile south and northeast. Drive-in theaters are 4 miles south and 2 miles northeast.

Billings, MT

ARM

BIL

Billings Logan International

Bismarck Municipal	Bismarck, ND ARM BIS
Part/Subset(s)	Comments
2B1	City zoning in airport vicinity is by land use compatibility.
3A	Indians in southwest quadrant have presented petitions.
3B2	PGP, county and city land use compatibility program, completed.
5C1 5C3	Runway 13 is preferential for departures to southeast. Departures from Runway 31 make immediate left turn to avoid noise sensitive areas.
6A 6B 6C 6E	Schools are scattered to northwest, north, and northeast. Hospitals are northwest and north. Residential areas extend from west, through north, to east, with small concentration 1 mile south. Churches are scattered through residential areas.

Jefferson County	(Jeffco)	Denver, CO	ARM	BJC
Part/Subset(s)		Comments		
5J		al procedure avoids Bro east of airport.	omfield, 11/2	2 miles
6A	A school is 2 miles south and others are scattered further in north and south.			
6C	Residential areas are 1 1/2 miles northeast and south- east with others scattered on all sides except west.			
6E	Churches are scattered through residential areas and a chapel 2 1/2 miles south.			
6F		in threater is 4 miles ea		
6G		hotels, and motels are drants except the west.	scattered that	oughout

Bert Mooney Airport

Butte, MT ARM

BTM

Part/Subset(s)	Comments	
3A	Unorganized noise group is northwest of airport.	
4D1	Runups are restricted to south quadrant.	
6A 6B	Schools are 1/2 mile west and 5 miles northwest. Hospitals and nursing homes are 3 miles northeast.	
6C	Residential areas are 1/2 mile east and scattered in other directions.	
6F	Drive-in theater is 1/2 mile northeast.	

Gallatin Field	Bozeman, MT	ARM	BZN
Part/Subset(s)	Comments		
6A	Schools, residential areas a	and churches are	1 mile
6C	north and northwest.		
6E			

Colorado Springs Municipal Colorado Springs, CO ARM COS

Part/Subset(s)	Comments
5C3	Departures from Runway 39 turn right to heading 350° and maintain to 3000'.
6A	A school is 1/2 mile west.
6C	Residential areas are 1/2 mile north and 5 miles south.
6E	A church is $1/2$ mile west.
6G	Lakes and other recreational areas are 2 and 3 1/2 miles west.
6Н	Hotels are 4 miles west.
7G	Complaints have been increased due to diverted traffic from closed runway at Denver.

6C Residential areas extend from airport boundary to 3 miles in all directions except west.	Cheyenne Municipa	Cheyenne, WY	ARM	CYS
mile east and northwest. Hospitals are 1/4 mile southeast and 1/2 mile sout Residential areas extend from airport boundary to miles in all directions except west.	Part/Subset(s)	Comments		
6C Residential areas extend from airport boundary to 3 miles in all directions except west.	6A		4 mile south a	nd 1/2
3 miles in all directions except west.	6B	Hospitals are $1/4$ mile southeast and $1/2$ mile south.		
	6C			
6E Churches are scattered throughout vicinity.				
on the second of	6E	Churches are scattered through	hout vicinity.	

Stapleton Internation	Denver, CO	ARM	DEN
Part/Subset(s)	Comments		
2A	Noise abatement procedures pr Denver.	escribed by C	ity of
2C1	A school in Aurora has been so is sought for others.	undproofed an	d funding
3A	The Park Hill Association is 1, active Windsor Garden Commwest.		
4D1	Runup is restricted to area nor	th of sector Z	23.
5C1	Runways 26, 17L or R, 35L or for arrivals, in that order, for and over. Runways 35L or R, preferred for departures, in the City prescribes Runways 35L of large departures from 10 p.m.	aircraft 12,0 8, 17L or R at order. or R for turbo	00 lbs. and 26 are
5C 3	Large aircraft departing Runwa maintain 180° heading to 3000'.	ays 17L or R	to south
51	Training is informally restricted to Runway 17L where noise impact is least.		
6A	Schools surround airport excep		
6B 6C	Hospitals are 1, 2 and 3 miles Residential areas east and wes The south is the least noise ser	t are most no	ise sensitive.
6E 6F 6G	Churches, public gathering place are scattered to the east, south	ces and recreation and west.	ation facilities
6H	Hotels are on west boundary an	d scattered so	outh.
7G	Complaints were 350 in 1977.		

Hector Field	Fargo, ND	ARM	FAR
Part/Subset(s)	Comments		
2B1	City reviews construction a compatibility.	pplications for lar	nd use
3B2	Land use study funded by \$5 1978 as a PGP project.	50,000 grant begar	n July 15,
4B1J 4D1	No scheduled air carrier op Air National Guard F-4 air operations in the north quad	craft are restrict	
5C2 5C3	Arriving jets turn on final a Departures on Runway 17 h Turbojets restricted from f Air National Guard uses no	old runway headin lying over city of	g to 4000'. Fargo.
6A 6B	Schools and hospitals are 1 and south.	to 1 1/2 miles eas	st, southeast,
6C	Residential areas are $1/2$ reast and south.	nile east and 3 to	5 miles south-

Joe Foes Field	Sioux Falls, SD	ARM	FSD
Part/Subset(s)	Comments		
6A	A school is 3 miles south.		
6B	Three hospitals are 1 1/2 mile	s south and be	yond.
6C	Residential areas are 3 miles southeast.	southwest, sou	ith, and
6F	Public gathering places are 1/	2 mile south ar	nd beyond.
6G	Parks are scattered to south.		

Walker Field	Grand Junction, CO	ARM	GJT
Part/Subset(s)	Comments		
5C1	Preferential runways are 29 fo landings.	r departures a	and 11 for
6A	Schools are 3 miles southeast a	and 4 miles so	uth.
6 B	Hospital are 2 to 5 miles south	to east.	
6C	Residential areas are scattere and beyond.	d to south, 1/4	4 mile
$6\mathbf{F}$	Drive-in theater is 3 miles sou	th.	
6Н	Motels are on south boundary a	nd beyond.	

Part/Subset(s)	Comments
5C1	An informal procedure restricts landings to Runway 3 and departures to Runway 21 during night time.
5J	''Keep 'em high'' program in effect
6A	Schools are 1/2 miles northeast and beyond.
6B	Hospitals are 3 miles east and beyond.
6C	Residential areas are 1/2 mile northeast, east and southeast, and beyond.
6E }	Churches, public gathering places, and recreation areas are scattered throughout northeast, east, and southeast
6G }	from $1/2$ to 5 miles.

Great Falls, MT

Great Falls International

GTF

ARM

Helena Municipal	Helena, MT	ARM	HLN
Part/Subset(s)	Comments		
6A	Schools are 5 miles east and 3	miles southwe	est.
6C	Residential areas are 1/2 mile 5 mile east.		
6 F	Drive-in theater is 1 mile sout	th.	

Jamestown Municipal

Jamestown, ND

ARM

JMS

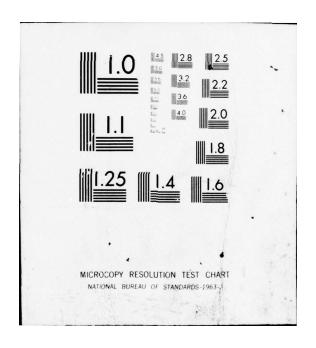
Part/Subset(s)

Comments

6C

Residential areas are $3\ 1/4$ miles southwest.

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Logan-Cache	Logan, UT	ARM	LGU
Part/Subset(s)	Comments		
6A 6C	Schools and residential area east.	s are 2 1/2 mile	s south-

Minot International	Minot, ND	ARM	MOT

Part/Subset(s)	Comments
5C1	Runway 31 is preferential.
5C2	Approaches over city from west to Runway 8 are informally restricted.
5C3	Westward departures from Runway 26 are informally restricted.
51	Designated training area is 5 miles southwest.
6A	Minot State College is 1 mile west.
6B	Hospital is 1 1/2 miles southwest.
6C	Residential areas are on west boundary and 1 mile southwest.
6F	Amphitheater is 1 mile west.

Ogden Municipal	Ogden, UT	ARM	OGD
Part/Subset(s)	Comments		
2A	City specifies restrictions and proise abatement.	procedures fo	r airport
3A	Roy Citizen's Committee, from petitions and started lawsuits.	southwest, h	nave presented
6A	Two schools are 1/2 mile south east and 5 miles northeast.	. Others are	3 miles south-
6B	Two hospitals are 2 1/2 miles exsouthwest.	ast, with anot	her 3 miles
6C	Residential areas are 1/2 mile Roy in 1/2 mile southwest, under runway.		
6E	Churches are scattered through	out residentia	l areas.
6F	Drive-in theater is 2 miles sout	heast.	

Pierre Municipal	Pierre, SD	ARM	PIR
Part/Subset(s)	Comments		
2B1 2B2E	City reviews construction for land within 3 miles of airport and can smethods.		
3C	PGP project is 80% completed.		
5C1 5J	Runway 13 and 31 are preferential 'Keep 'em high' program in effect		
6C	Residential area is 1 3/4 mile nor	th.	

Pueblo Memorial	Pueblo, CO ARM PUB
Part/Subset(s)	Comments
5C1	Runway 25 is preferential.
5C3	Departures to northwest keep heading 290° to avoid populated area.
512	No training over city from 10 p.m. to 7 a.m. and until noon on weekends.
5 J	Traffic pattern is kept east and north of airport.
6A	University of Colorado is 4 1/2 miles northwest.
6C	Residential areas are 3 miles west and scattered to the south with a trailer park 1/2 mile southeast.
6E	Churches are scattered to west and south.
6 F	University of Colorado outdoor concert hall is 4 1/2 miles northwest.
6Н	Motels are scattered to west and south.

Provo Municipal	Provo, UT	ARM	PVU
Part/Subset(s)	Comments		
6C	Residential areas are 1 1/2 mil	es east.	68
6 G	Lake on north, west and south be recreation and buffer for airpor		ovides

Sheridan County	Sheridan, WY	ARM	SHR
Part/Subset(s)	Comments		
6A	Schools are 1 1/2 miles north	east and beyond	i
6B	Hospital is 2 1/2 miles norther	east.	
6C	Residential areas are 1/2 mileast.	le east and 2 mi	iles north-
6F	Outdoor theater is 2 miles no	rtheast.	
6 G	Golf course is 3 miles northe	ast.	

Salt Lake City International Salt Lake City, UT ARM SLC

Part/Subset(s)	Comments
2D6	Blast fences in various areas reflect some noise and control debris.
3C	An ANCLUC study is underway.
5C1	Runways 34L or R are preferential for arrivals and departures.
5C3	Departures from Runways 34 or 16 maintain runway heading until reaching 6300' to avoid metropolitan area.
6C	Residential areas are on eastern boundary.
6E	Morman Temple is 4 miles east.
6G	Recreational areas scattered to the east.
6H	Hotels and matels 1 1/2 miles east and beyond.

SOUTHERN REGION

ALABAMA
FLORIDA
GEORGIA
KENTUCKY
MISSISSIPPI
NORTH CAROLINA
SOUTH CAROLINA
TENNESSEE
PUERTO RICO
VIRGIN ISLAND

SOUTHERN

Albany-Dougherty County	Albany, GA	ASO	ABY

Part/Subset(s)	Comments
6A	Schools are in all surrounding areas from 2 1/2 to 5 miles distant.
6B	A hospital is 4 miles northeast.
6C	Residential areas are on northwest, north, and northeast boundaries and beyond.
6D	Chehaw Park is 6 miles northeast.
6E	Churches are scattered throughout residential areas.
6F	Concert hall and stadium are 3 miles northeast.
6G	Recreation facilities are 2 1/2 miles northeast and southwest.
6H	Motels are 4 miles northeast.

Bush Field	Augusta, GA	ASO	AGS
Part/Subset(s)	Comments		
2B1	Airport is owned by city. Copermission from city prior surrounding airport.		
2D0A	Land acquisition is for expa 58 acres on north-northwest		
2D6	Airport surrounded by trees		
6C	Residential areas are locate approximately 4 miles from		irport
6G	Golf course located within 4	miles of airpo	rt boundary.
6Н	Motel located on airport pro	•	
7A	4 noise complaints received	in 1977.	

Athens Municipal	Athens, GA	ASO	AHN
Part/Subset(s)	Commen	ts	
5C2	East-west runway is used for residential areas.	night landing to	o avoid
6A	A school on the north boundar		
6C	Dense residential areas are adjacent to Runway 25 on the southwest and beyond, and to Runway 9 on the west, extending 3 miles to the city.		
6G	Game fields are 1/4 mile sou		

Anderson County	Anderson, SC	ASO	AND
Part/Subset(s)	Comments		
2D6	Trees surround airport.		
6C	Residential areas are 2 miles south	heast.	

Part/Subset(s)	Comments
2D0A 2D0B	Land acquired due east of airport in City of Mt. View. Approximately 187 homes have been acquired to date and more acquisition is currently in the planning stages. This first acquisition took place in September 1976.
3A	There are about 4 different noise committees.
3C	An ANCLUC study is underway.
5C2 5C3	Pilots are instructed to align aircraft with runway heading 3 miles off approach sourse. On west departures, off Runway 27R/27L, follow heading of 250° and maintain that heading for 4 miles. This procedure aligns aircraft with freeway. Off Runway 26, follow heading of 275° and maintain for 4 miles. On east departures, off Runway 9L/9R, follow heading of 105° and maintain for 4 miles. Off Runway 8, follow heading of 070° and maintain for 4 miles. All procedures are subject to weather conditions.
6A 6B 6C	Schools located in the west-northwest quadrant, 1/4 mile-2 miles. Also in northeast quadrant approximately 1/2 mile. Hospital located due north. Mt. View - due east 1/4 mile or closer. Forest Park - southeast quadrant, 1/2 - 3/4 mile or closer. College Bark - due west 1/4 mile or closer. Clayton Co southwest quadrant 1/4 mile or closer. Hapeville - northeast quadrant 1/4 mile or closer. E. Point - northwest quadrant 1/4 mile or closer.
6E 6G 6H	All quadrants. Approximately 10 parks in west-northeast quadrants. All quadrants.

Asheville Municipal

Asheville, NC

ASO

AVL

Part/Subset(s)

Comments

2D6

Trees form buffer zone all around airport.

Boca Raton	Boca Raton, FL	ASO	BCT
Part/Subset(s)	Comments		
3A	Boca Tica condominium has nois northeast.	e committee	e, l mile
5C3	Departures from Runway 4 make	immediate	turn north
6A	Florida Atlantic University is 1/2 portion on the airport.	2 mile south	, with a
6B	A hospital is 2 miles south.		
6C	A residential area is 1/2 mile no	rtheast	
6E	A church is $1/2$ mile east.		
6F	Stadium is northeast.		
6 G	Recreation facilities are 1/4 mil		
6H	Motels are all around airport, w	ith most sou	ith.

Mobile Aerospace	Mobile, AL	ASO B	FM
Part/Subset(s)	Comment	<u>s</u>	
2D6	Trees are around south bounda	ry.	
6A	A school is 2 miles west.		
6C	Residential areas are on south	boundary and beyo	ond.
6D	U.S.S. Alabama site is 3 mile	s northeast.	
6E	Churches are 2 miles south an	d west and beyond.	
6G	Ladd Stadium is 3 miles north	vest.	
6H	Motels are scattered in all are	as.	

Part/Subset(s)	Comments
2D0	There has been acquisition on the northeast quadrant for expansion purposes, with some buffer provided.
3C	ANCLUC study underway.
5.A5	Unofficial program.
51	Procedure to try to restrict training on Sunday mornings.
6B	Southwest quadrant on boundary. Due south - 3/4 mile.
6C	All quadrants. Northeast quadrant is the worst, 1/4 mile.
6 E	Northeast, southwest quadrants, 1 mile.
6F	Southwest quadrant, 5 miles, University of Alabama stadium.
6G	Northeast-east quadrants, boundary - golf course.
6H	South section on boundary.

Approximately 28 complaints.

Birmingham, AL

ASO

BHM

Bi rmingham Municipal

7D

Nashville	Metropolitan
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Nashville, TN

ASO

BNA

Part/Subset(s)	Comments
2B1	Comprehensive zoning ordinance is based on NEF
2C5	contours. Metropolitan Planning Commission recommends
2D0A } 2D0B }	soundproofing in airport vacinity for certain land uses. Acquisition of 950 acres for expansion and noise buffering has been undertaken over the past 10 to 15 years.
3A	Airport Vicinity Co-ordinating Committee handles noise complaints.
3B	Zoning study was similar to ANCLUC.
4B1J 4B2A	No jet departures north from Runway 31 from 7 p.m. to 7 a.m.
5C1	Runways 13 and 20 are preferential for jets.
6A 6B	Schools and hospitals are 1 mile north.
6C	Residential areas surround airport.
6D	Andrew Jackson site is 4 miles northeast.
6E	Churches are scattered in all areas.
6 G	Operyland is 5 miles northwest.
6H	Motels are scattered in all areas.

Columbia Metropo	olitan	Columbia, SC	ASO	CAE
Part/Subset(s)		Comments		Bered
6A	A sch	ool is 1 mile northeast.		
6C	Residential areas are 3/4 mile east and west and are scattered 1 mile south and beyond.			
6H	A hotel is 2 miles northeast.			

Lovell Field	Chattanooga, TN	ASO	CHA	
Part/Subset(s)	Comments			
3C	Noise and Land Use study und	erway.		
6A	Southwest-southeast quadrant northeast, 2 miles.	, 1 - 4 miles s	cattered,	
6B	Due south, 3 miles.			
6C	All quadrants, southeast-southwest quadrants, southeast trailer court, at boundary due south - 3 miles.			
6D	Due south, 'Brainard Mission Cemetery,' 3 1/2 miles.			
6E	Scattered in all quadrants.			
6 G	Southwest quadrant, 1 1/2 mil	les.		
6Н	East-southwest, scattered.			

Charleston AFB Municipal	Charleston, SC	ASO	CHS

Part/Subset(s)	Comments
2B1	Warning required before sale of property in noise sensitive zone.
2D0A	1976 purchased 1,399 acres for expansion. Property undeveloped. Included an unspecified amount of buffer zone. Land was not purchased specifically for noise reasons.
51	No flight training allowed (not specifically for noise purposes).
6A	2 to 3 miles from airport property in east quadrant.
6C	Due east, 3 to 4 miles - no significant noise problem. Due south, 3 to 4 miles - no significant noise problem.
6H	Hotels, etc., located 3/4 mile, due east.
6G	Golf course in west quadrant 2 miles from airport.

Douglas Municipa	Charlotte, NC ASO CLT
Part/Subset(s)	Comments
2D0A 2D0B	Some acquisition in south.
2D1A 2D1B }	South of Runway 18/36. \$4,500 per resident or 50% of the value of unimproved property whose main purpose was residential. Tree barrier around Runways 36L/18R.
3A 3B	Steel Creek Community Association. Included in Environmental Impact Statement (EIS) completed by FAA.
4B1B } 4B2A }	Informal curfew. Try to use Runway 23 for departures.
5A1 5C1 5C2	When Runway 36L opens, the glide slope will be 3 ^O . Runway 5 for jet operations and departures on Runway 23. Recommend jets intercept final approach at last 2 miles away from runway (informal). During school hours, Runway 18R is restricted from jet operations (informal).
5C3	Jet departures on Runway 36, require aircraft to make 25° turn to the right to avoid schools. Hold heading for 2 miles. When Runway 36L opens, there will be a 25° left turn requirement.
6A 6C	3 schools at due north, 2 1/4 mile. North-northeast quadrants 2 miles and south 2 miles (Steel Berry Acres).
6E	Religious structure is located at south, 1 3/4 miles.
6G	Playground/golf course, northeast boundary.
6H	North of one airport.
7C	Approximately 15 noise complaints received.
a nev	wsuit was filed by Steel Berry Acres to stop construction of w runway because of an inadequate Environmental Impact ement (EIS).

Subsequently, a new Environmental Impact Statement was made.

Columbus	Metropolitan

Columbus, GA

ASO

CSG

Part/Subset(s)	Comments
2B1	Residential zoning requires warning if home is in noise sensitive area before sale of homes.
2D0A 2D0B	In northeast quadrant, airport has purchased or is in process of purchasing 30 homes for expansion purposes to increase glide angle. City area affected is "Morningside."
5C1	Informal - use Runway 5 when possible.
5C3	2000' altitude on runway heading before turning.
6A	Southwest quadrant, 1/4 mile from airport. Northwest quadrant, 1 1/2 miles from airport.
6B	Southwest quadrant, 1 mile from airport.
6C	All around airport property. Southwest quadrant is the worst.
6E	All around airport property.
6G	Northeast on airport property, park is due west on airport property.
6Н	Approach end of Runway 5, southwest quadrant 1/4 mile off end of runway.
7C	12 complaints last year.

Owens Field	Columbia, SC	ASO	CUB
Part/Subset(s)	Comments	3	
5C1	Runways 15 and 33 are preferential for departures and landings, respectively, at night.		
5C3	Departures maintain runway heading to 2,000'.		
6C	Residential areas are on east and northwest boundaries and beyond.		

Greater Cincinnati	Covington, KY	ASO	CVG	
Part/Subset(s)	Comments			
2D0A 2D0B	There has been acquisition in the west, south, and east quadrants, mostly for clear zones and expansion purposes. Approximately 100 homes, including farms, and approximately 2200 acres have been acquired in the past 10 years.			
3C	In process of completing an ANCLUC study.			
5J	Informal ''Keep 'em high'' program - 2500' until receive intercept.			
6A	Due west, 3 miles.			
6B	In process of construction, southeast quadrant of airport, 2 1/2 miles.			
6C	All quadrants, north and east s	ections.		
6G	Latonia Race Track, 2 miles southeast of airport.			
7C	Approximately 20 - 25 complain Mack, Ohio.	nts, mostly fi	rom	

Daytona Beach Regional	Daytona Beach, FL	ASO	DAB
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Part/Subset(s)	Comments		
5C1	Landings are to the west and departures from the west		
5C2	from midnight to 8 a.m., and runway headings are		
5C3	held to 2,000'.		
6A	A school is on northeast boundary.		
6B	A hospital is 1/2 mile northeast.		
6C	A residential area is 1/2 mile southeast.		
6D	Tomoka Forest is 4 miles north.		
6F	Hia Lea racetrack is on airport.		
6G	Recreation facilities are scattered in all areas.		
6H	Motels are 1 mile northwest.		
6 I	A shopping center is on north boundary.		

Dothan Municipal	Dothan, AL	ASO	<u>DHN</u>	
Part/Subset(s)	Comment	ts		
2B1	Land beyond end of Runway 31, southeast, has been zoned as agricultural to preserve compatible land use.			
6A	There is a school on the west boundary.			
6C	Residential areas are scattered to the southwest and southeast.			
6E	A church is 1/4 mile southeas	t.		

Daniel Field	Augusta, GA	ASO	DNL
Part/Subset(s)	Comments		
6A	School located on north-north off airport boundary.	hwest section,	3 miles
6B	Hospitals are northwest, 1 1 and northeast, 1 mile off air	1/2 miles off ai	rport boundary,
6C	Residential areas all around airport, heaviest on east and north sections.		
6E	Churches located on the east 3 miles off airport boundary.		orthwest,
6G	Golf course is on southwest Park is on east end of airpor	end of airport l	ooundary.
6 I	Shopping center on northwest		t on boundary.
7D	Approximately 30 noise com	plaints received	d in 1977.

Fayetteville Muni (Grannis Field)	cipal Fayetteville, NC	ASO	FAY
Part/Subset(s)	Comments		200
2B1	Fayetteville Airport Commissio struction proposed for areas un		
2D6	Trees surround airport.		
512	Air carrier training operations from midnight to 7 a.m.	are voluntar	rily restricted
6B	A hospital is 2 miles northwest.		
6C	A residential area is 1 mile sou		
6F	An auditorium-convention center is 1 mile west.		
6H	Hotels are 1 mile west.		

Part/Subset(s)	Comments
2B1	Broward County Land Use Plan.
2D1A } 2D1B }	Easements, Runways 9R (2700') and 27L (2000') in process of expansion.
3C	In process of completing the master plan (10% completed) under ANCLUC program.
4D1 4D2	Location of maintenance at center of airport. Curfew on maintenance, 10 p. m. to 6 a. m.
5A1 5C1 5C2 5C3 5I1 5I2	ILS set at 2.75°. Informal procedure directs traffic away from populated areas. Straight out 3 miles, climb 3000', and turn. Closed to air carrier jet training. No multi-engine training, 10 p. m. to 8:30 a. m. 'Keep 'em high' program.
6C	Residences, 4 miles off airport boundary, southeast quadrant departure, Runway 13; approach, Runway 31. Northwest quadrant, 1/2 - 5 miles, departure, Runway 31; approach, Runways 13 and 9. West section, 5 - 6 miles, approach, Runway 9L.
6F	Drive-in movie departure Runway 9L; approach, Runway 27R.
6G	Golf course, 5 miles due west.
7D	In 1977, 52 complaints were received; less expected in 1978.

Florence	City	-County
T TOT CITCO		Journey

Florence, SC

ASO

FLO

Part/Subset(s)	Comments
2B1	City is rezoning adjacent areas for land-use compatibility.
3A	Citizens' group from Florence has formed noise committee.
3C	An environmental study, similar to ANCLUC, is under way.
5C1	Runways 18 and 36 are preferential for departures and landings, respectively.
5C2	Approach and departure tracks for noise abatement
5C3	are under development.
6A	A school is under construction 1/2 mile southwest despite arguments against its construction.
6B	A hospital 2 miles west is under construction.
6C	Residential areas are on eastern boundary and 3/4 mile and beyond in most other directions.
6E	National cemetary is 1 mile west and churches are scattered throughout residential areas.
6F	A stadium is on the airport.
6G	A park is 31/2 miles east.
6H	A motel is $1/2$ mile northeast.

Page Field	Ft. Meyers, FL ASO FMY
Part/Subset(s)	Comments
2D0A 2D0B	There are plans for a new airport - Southwest Florida Regional Airport - to replace air carrier activity at FMY. Presently own 3,500 acres of which 1,500
2D1A	is considered buffer zone for expansion purposes. On approach of each runway, approximately 10,000 feet.
5C1 5C3	Preferential runways: Runway 5 for departures; Runway 23 for arrivals. For departures, follow heading until 2000', then turn.
6A	Schools in southwest quadrant - 1/2 mile.
6B	Hospital in northwest and northeast quadrants.
6C	Residential areas in all quadrants; worst is in northwest quadrant.
6 F	Stadium in northwest quadrant - 1 mile.
6G	Golf courses are scattered in all quadrants.
6H	All quadrants.
7G	Over 200 complaints.

St. Lucie County	Ft. Pierce, FL	ASO	FPR
Part/Subset(s)	Comments		ene visal
2B1	County zoning plan is under devel vicinity, based on noise contour	•	airport
2D6	Trees surround airport.		
6A	A school is 3 miles south.		
6C	Residential areas are 1 mile sou scattered in other areas, with a southwest boundary.		
6E	A church is 1 mile east.		

Charlie Brown County	Atlanta, GA	

Part/Subset(s)	Comments
2D0A	County has acquired 75-80 homes on 43 acres over last 2 to 3 years for expansion and noise buffering on east side, with further purchase of apartments 3/4 mile east under Runway 8R departure tract planned.
6A	A school is 1 3/4 mile southeast.
6B	A hospital is 3 miles west.
6C	Residential areas are 1/2 mile east, 3/4 mile southeast of Runway 14, and 2 1/2 miles northwest.
6E	Churches are 1 to 3 miles away in all directions.
6G	Six Flags Over Georgia park is 1 1/2 miles southwest, with other parks in all areas.
6H	Motels are primarily 1 mile southwest.

ASO

FTY

Part/Subset(s)	Comments
3A	Committee from Tamarac is 1/2 mile south.
4D1	Runup is restricted to east approach of Runway 8.
5C1	Preferential Runways are 8 and 26.
6A	Florida Atlantic University is on south boundary.
6B	Hospitals are 21/2 and 3 miles east.
6C	Residential areas are 1 mile northwest of Runway 13 and on the southwest boundary.
6E	Churches are 1 1/2 miles southwest, 2 miles northwest and 3 miles east.
6H	Motels are scattered in all areas.

Ft. Lauderdale, FL

ASO

FXE

Ft. Lauderdale Exec.

Gadsden Municipal	Gadsden, AL	ASO	GAD
Part/Subset(s)	Comments		
2D6	Tree line surrounds airport.		
6C	A residential area is 1 1/2 miles sou	ıth.	

Part/Subset(s)	Comments
2B1	City and county zone airport vicinity primarily industrial and review construction for land-use compatibility.
2D6	There are tree lines on south and east boundaries.
3A	Airport Operators' Council is composed of airport management, FAA, and citizens' representatives.
4 A9	Aircraft over 40,000 lbs are not permitted.
4D1)	Rumap is restricted to north and south ramps, and from
4D2}	11 p. m. to 7 a. m.
5C3	Departures are to south before 8 a.m. each morning. Northbound departures turn to avoid residential areas.
512	Flight training is voluntarily curtailed from 10 a.m. to noon on Sundays.
6C	Residential areas are 1/2 mile north and 2 miles south.
6E	A church 11/2 miles south is under the Runway 36 approach path.
6G	There is a ballpark on the airport, and another 2 miles south.
6H	There is a motel at the airport.

Gainesville Muni	cipal	Gainesville, FL	ASO	GNV
Part/Subset(s)		Comments		
2D0A Area 2D0B south 15 ac		y ordinance to protect the fied noise contours. s on approach end of Runw east and southwest quadra res involving the acquisit nes for both expansion and	vays 10 and 28 ints; some ion of approxi	3 in
6C		e homes located in northw ly 1/4 mile from airport.	vest quadrant :	approx-
6G		located on airport proper	ty.	

Gulfport Municipal	Gulfport, MS	ASO	GPT
Part/Subset(s)	Comments		
5J	Jets are kept away from hospital	3 miles sou	ithwest.
6A	A school is 1/2 mile east.		
6B	A hospital is 3 miles southwest.		
6C	Residential areas are on east and northeast boundaries and 1 mile south.		
6E	A church is on southeast boundar	ry.	
6G	A baseball field is 1/2 mile east south and southwest.	with other p	arks to
6H	A motel is 2 miles northwest.		

Greensboro-High Point-
Winston Salem Regional

Greensboro, NC

ASO

GSO

Part/Subset(s)	Comments
2C1	Soundproof school is under construction 2 miles south.
5A5	Program is under development.
6A	Gilford College is 1/2 mile northeast, with another school 3 miles southeast.
6B	A nursing home is $1/2$ mile east.
6C	Residential areas are 3 miles northeast, under Runway 23 approach, and scattered to the south and southeast.

Part/Subset(s)	Comments
2D6	Trees are on all sides of airport. Airport property includes 1,500 acres of trees.
5C3	Departures informally maintain runway heading to 2,000'.
6C	Residences are widely scattered in all areas.

Greer, SC

Greenville-Spartanburg

GSP

ASO

Golden Triangle	Regional	Columbus, MS	ASO	GTR
Part/Subset(s)		Comments		
2B1		s County ordinance prob ing built on property ad		
2D6		n the north, south, and		
7A		Approximately two complaints according to the memory of the airport chief.		
		re no noise abatement pe areas located near the		noise

Hawkins Field

Jackson, MS

ASO

HKS

Part/Subset(s)

Comments

6C

Residential areas are 1 1/2 miles southwest.
6I

A zoo is 3/4 mile south.

Hickory Municipal	Hickory, NC	ASO HKY
Part/Subset(s)	Comments	
3D	This airport would be interest Control and Land Use Compa if ever needed.	
6E	Religious structure located off approach end of Runway keep aircraft away from chu	1. Informal procedure to
7A	2 complaints in the last 2 year	ars.

Huntsville-Madison County

Jetport-Carl T. Jones Field Huntsville, AL

ASO HSV

Part/Subset(s)	Comments
2B1	City Master Plan Zoning reviews construction applications for land-use compatibility in airport vicinity.
6D	Wildlife refuge is 5 miles south and west.
6G	A golf course is on northeast boundary.
6H	A motel is on the airport property.

North Perry	Hollywood, FL		ASO	HWO
Part/Subset(s)	Commen	<u>nts</u>		
2B1	Residential zonin north sections. boundary.		on south, eas	
4A6 4D1	Structural limitat Northwest side of is not residential	fairport is f		
5C1	When conditions produced to direct aircraft	permit, an i	nformal procest section, R	edure exists unways
5C2 5C3	27L/27R. For helicopters, aircraft are to fly away from reside then away from r	y south to hi ential areas,	ghway and the or north to h	en proceed
6A	Schools located in off airport bounds		and north sec	tions, 1 mile
6B 6C	Hospitals located Residential areas	s located on	south, east,	and north
6E	sections on airport boundary. Religious structure on southeast quadrant on corner			
6G	of boundary. City park located property. City pairport boundary.	ark on north		
7 D	27 noise complair	nts received	, 90% in the	winter months.

New Haven County	Wilmington, NC	ASO	<u>ILM</u>
Part/Subset(s)	Comments		
2B1	New Hanover County zoning adjact industrial. City proposed zoning tial use.	_	
2D6	Tree lines are on east and northe	ast boundar	ies.
3F	City has commissioned a consult the airport.	ant to study	noise at
511 512	Informal procedure restricts air operations at night.	carrier touc	ch and go
6A 6B 6C	A school is 3 miles northeast. A hospital is 4 miles south. Residential areas are on south be southeast and southwest and beyo residential areas generally north	nd, with sca	
6E 6H	Churches are north and south. Motels are 1/3 mile east and 1 1/3		heast.

Part/Subset(s)	Comments
2B1	Airport vicinity is zoned for industrial use.
2D6	Trees are in east and southwest areas.
4D2	Runup is restricted from 11 p.m. to 7 a.m.
5C1	Runways 15 and 33 are preferential.
5C3	Departures maintain runway heading to 5,000'.
6A	A school is 1 1/2 miles east.
6B	A hospital is 31/2 miles southwest.
6C	Residential areas are on east and southeast boundary and 2 miles northeast.
6D	Historic Old Salem is 3 miles southwest.
6F	Wake Forest Stadium and state fairground are 4 miles west.
6H	Hotels and motels are 11/2 miles northwest and

scattered in other areas.

Winston-Salem, NC

ASO

INT

Smith-Reynolds Field

Stallings Field	Kingston, NC	ASO	ISO
Part/Subset(s)	Comments	3	
2B1	Detailed zoning plan developed construction applications for la		
2B2	All buildings within NEF 40 mu for a noise-sensitive use.		
4D4	City limits utility development to reduce airport vicinity construction.		
4D6	Airport has trees on all bounds	ries.	
3B	Airport Planning Board has co	mpleted study.	
6A	A school is 2 miles southwest.		
6B	A hospital is 3 miles south.		
6C	Residential areas are 2 to 3 m and are of low density.	iles south and	southwest
6G	Tennis courts and swimming p property.	ool are on air	port

Allan C. Thompson	Field	Jackson, MS	ASO	JAN	
Part/Subset(s)		Commen	ts		
2B1		oning ordinance by the compatible land use.	City of Jackso	n pre-	

2B1	Local zoning ordinance by the City of Jackson pre- scribes compatible land use.
2D6	Airport is surrounded by tree lines. A blast fence is on the north ramp near the terminal.
3A	Citizens of 'Crossgates' area of Brandon, Mississippi, on the east boundary, have formed a noise complaint group.
5J	'Keep 'em high' program is in effect until profile descent program is completed.
6 B	A hospital is 21/2 miles east.
6C	Residential areas are 11/2 miles east and 11/2 miles southwest.

Jacksonville International	Jacksonville, FL	ASO	JAX

Part/Subset(s)	Comments
2D6	Trees have been planted on boundaries.
4D1	Military runups in southwest and civilian in center
4D2	of field are restricted from 10 p.m. to 6 a.m.
5C1	Runways 7 and 25 are informally preferential.
5C2	Runways 7 and 25 use 2-mile base leg approach.
5C3	Departures from Runway 13 make 10 ⁰ right turn to avoid populated area.
6C	Residential areas are 2 to 5 miles northeast, east, southeast, and west.
6E	Churches are 3 miles east and scattered in other areas.
6H	Motels are 3 miles east.

Lakeland Municipal	Lakeland, FL	ASO	LAL
Part/Subset(s)	Comments		
2B1	County building and zoning cod Florida Law 333. Polk County Ordinance.		
2D6	Vegetation barrier all around	airport bound	ary.
3B 3C }	Airport master plan in process	s of being up	lated.
6C	1-2 miles from airport bounda ment near Runway 9.	ry; fairly sm	all develop-
7A	No complaints received.		

Blue Grass	Lexington, KY	ASO	LEX
Part/Subset(s)	Comments		
2D6	Blast pads and fences are on a on northeast.	pproach to Ru	inway 22
5J	Many horse farms in area requestion racehorses for crowd		se to
6C	Residences are sparse to sout	hwest.	

Bowman Field	Louisville, KY	ASO	LOU
Part/Subset(s)	Comments		
2A 2D0A	City prescribes flight operations Fifty acres on south and west hav noise buffering and expansion.		
4C	FAR-36 applied to all jets.		
4D1	Runup is done in north area.		
5C1	Runway 6 is the primary prefere landing runway, with Runway 32		rind
5E	This procedure is 'strongly reco Louisville-Jefferson County Air	mmended'' b	У
511	Flight training operations are re	stricted from	11 n.m.
512	to 7 a.m.		
6B	A hospital is 1 1/2 miles northeas	st.	
6C	Residential areas are on boundar and northwest.		west,
6D	Farmington-restored homestead	is 1 mile wer	st.
6E	Churches are scattered throughout	ut residentia	l areas.
6F	A Jewish Community Center is or		
6 G	A golf course adjoins boundary or		
6H	Hotels and motels are in all area	s near airpo	rt.

Lewis B. Wilson	Field	Macon, GA	ASO	MCN
Part /Subset(s)		Commen	t <u>s</u>	
2D6		tly planted trees on sou ventually provide noise :		mdaries
6C	Resid	ential areas east of airp	ort are sparse	.

McCoy Air Force Base Orlando International

Orlando, FL

ASO

MCO

Part/Subset(s)	Comments
2B1	Orange County has land use plan. Orlando has aeronautical zoning under FAR 77.
	A municipal ordinance deals specifically with aircraft noise.
2B2	Southern Standard Code requires certain types of build- ings to be insulated.
2D0A	Agreement to purchase all homes inside.
2D0B	NEF 40 - 7 or 8 homes.
3A	"Aviation Noise Abatement Council" under ANCLUC program. Nine members representing affected, unaffected areas, government and industry.
3C	Underway (see 3A).
5A5	In process of getting ILS; when this is complete, these
5B	procedures will be in effect.
5C1	Takeoff to south at night, Runways 18R and 18L.
5C3	Runway 36R takeoffs 450 turn to the right (east) at airport boundary.
5H1	Runways 18R and 18L, displaced 1200'.
51	No airline training.
6A	School north, 2 1/2 miles off boundary.
6C	Residents in northwest quadrant from airport boundary to 2 1/2 miles out.
6Н	All around airport.
7G	Approximately 5 per week.

Key Field	Meridian, MS	<u>o</u>	MEI
Part/Subset(s)	Comments		
2D5	Air National Guard, on northeast, uses	hush	shed.
4D1	See 2D5.		
5J	Jets, primarily military, have moved V track away from Meridian.	FR fl	ight
6C 6G	Residential areas are 1/2 mile northeas Softball fields are 1 mile north.	st.	

Memphis Internationa	Memphis, TN	ASO	<u>MEM</u>
Part/Subset(s)	Comments		
2D0	In the east section of the air 85 acres have been acquired, is parallel to the runway and i buffer.	This strip of	land
2D6	There is a tree line along Air the airport and the residential	•	tween
5A5	Profile Descent Program.		
5B	In connection with 5A5.		
5J	Other informal restrictive pro at this airport.	cedures are p	resent
6A	School in south section, 3 mi	iles from airp	ort.
6C	In south quadrant, 2 miles; in mile; in west quadrant, on the	east quadrant	1/2
6E	Church in south quadrant, 3 m	•	
6F	Colosseum in northwest quadra		
6G	Park and golf course off the so	outh boundary.	
6H	Hotels primarily in west quadr	•	

Approximately 23 noise complaints.

7C

Dannelly Field	Montgomery, AL	ASO	MGM
Part/Subset(s)	Comments		
5J	Aircraft avoid noise-sensitive ea	stern areas	. 1005
6C 6E 6G	A residential area is 2 miles eas A church is 3 miles east. Parks are 3 miles east.	st.	

Part/Subset(s)	Comments
2D0A	Acquired 150 acres.
2D1	Easements off both ends of Runways 09L/27R,
	approximately 45 acres.
2D7	Extension on Runways 09R/27L not specifically for noise abatement purposes but will have that effect.
4D1	Engine runup maintenance restricted to operations ramp area located at southwest quadrant of airport.
4D2	Engine rurup maintenance time restriction.
	Maintenance from 11 p. m. to 6 a. m. on weekdays or 11 p. m. to 7 a. m. on Sunday must be reported and permission given to proceed.
4D5	There is a towing requirement in the terminal buildings
	area. Engines may be started but only at low RPMs.
5A1	Require maximum glide slope angle (ILS) 30.
5.A5	Profile descent program in effect.
5B	Same as 5Al.
5C1	Procedure to land on runways at north side of airport.
511 512 513	No training of any kind permitted.
5J	Opposite direction operations on parallel runways.
6A	5 or 6 schools located on the east and southeast side of airport.
6B	One hospital southwest side of airport, 3 1/2 miles from airport boundary.
6C	East and southeast quadrants of airport, 3/4 mile off airport boundary and continues to 5 mile radius line.
6G	Golf course located off east side of airport between residential areas.
6H	Motels are at north, east, and south sides of the airport.
7E	Approximately 92 noise complaints received in 1977.

Miami, FL

ASO

MIA

Miami International

Melbourne Regional	Melbourne, FL ASO MLB
Part/Subset(s)	Comments
2B1	City and county have both adopted land use compatibility plans. The airport is located in the center of an urban area. Problem exists because airport does not have jurisdiction in the most noise-impacted/sensitive area.
2D0	125 acres in northwest quadrant acquired for expansion purposes, not related to noise.
2D1	Due east of Runway 9/27, 40 acres.
2D7	Extended Runway 27 to west 1500'.
3B1	Designed to ease noise impact on surrounding population. Landings on Runway 9; takeoffs on Runway 27 (both to the west). If landing east to west, aircraft instructed to fly out over ocean.
3C	Underway by city.
5C1 5C2 5C3 5H1 5H2	Bring aircraft in from west to land on Runways 9 and 27. To avoid noise sensitive area, departing aircraft are directed down river or over the ocean. Runway 27 to west 1500'.
6C	Residential areas in all quadrants except due west. Most severely impacted area due west.
6H	Located on airport.
61	Park on airport 1 mile south of east-west runway.
7C	22 complaints received in 1977.

Bates Field-Mobile Aerospace

Mobile, AL

MOB

Part/Subset(s)

Comments

6A 6C

A school is $1\,1/2$ miles southwest. Residential areas are on north and southwest boundaries.

Miscle Sibals, AL ASO NOL
Comments
Trees are east, southeast and north boundaries.
Airport manager is interested in an ANCLUC study.
Two schools are 2 miles southwest and another is 1/2 miles northest.
A nursing home is 2 miles southwest.
Residential areas are 2 miles west.
Historic sites are 2 miles north and 8 miles northeast.
Churches are primarily west and sothwest.
A park is 3 miles southwest.

Myrtle Beach AFB	Myrtle Beach, SC	ASO	MYR
Part/Subset(s)	Comments		
2D6	Tree lines are on the north and no	ortheast bo	undaries.
4D1 4D2	Runup, informally restricted from is performed in the northwest are		to 7 a.m.,
5J	Traffic patterns avoid population	to the south	west.
6A 6B 6C	Military school is on airport, other Military hospital is on airport, of Residential areas are on airport as southwest.	hers are so	outhwest.
6G 6H	Golf course and amusements are Resort hotels surround airport.	southwest	of airport.

Albert J. Ellis Field	Jacksonville, NC	ASO	OAJ

Part/Subset(s)	Comments
2D0A	Acquisition of 100 acres on the southwest serves as a buffer and for eventual expansion.
2D6	Trees surround airport on boundaries.
4D1	Runup must be done in southeast quadrant.
6C	Residential areas are 1 mile northwest and 2 miles northeast, all of low population density.
6E	Churches are scattered throughout residential areas.

OPA Locka	Miami, FL	ASO	OPF
Part/Subset(s)	Comments		
2D6	There is a tree line on the north boundary.	and northea	st
4D1	Runup is restricted to center of	airport.	
6A	Schools are scattered throughout on airport north boundary and 2 south, and west.	,	
6C	Residential areas are heavy to tare scattered in other areas.	he east and	west and
6E	Churches are scattered in all ar	eas.	
6G	A golf course is on the northwes	t boundary.	

Herndon	Orlando, FL	ASO	ORL
Part/Subset(s)	Comments	3	
5C1	Runways 7 and 25 (northeast as preferential.		
5C3	Departures are restricted on F necessary operations maintain 2,500'.		
6C	Residential areas are 2 miles to east from boundary.	south and span	rsely
61	A shopping center is on northe	ast boundary.	

Owensboro-Daviess County Owensboro, KY ASO OWB

Part/Subset(s)	Comments
2B1 2D1A	All quadrants are zoned as agricultural. As a result of a 1967 law suit, airport purchased air rights of land beyond north end of Runway 17.
3B2	Land-use compatibility plan to keep airport protected.
5C1 5C3	Preferential Runway 17. Departures are requested to turn to west of airport, away from city.
6C	Residential areas are 1 mile northeast and east.

Paducah- Barkley Field	Paducah, KY	ASO	РАН
Part/Subset(s)	Comments		
3D	Airport manager is interested in	ANCLUC st	udy.
5C3	Airport manager has requested t military aircraft maintain runwa	hat departing	ng T-39 o beyond 1,500'
5.J	Airport manager has requested I to use runway headings and to stachurches.	arge militar	ry helicopters
6C	Residential areas surround airp Residential areas on the northea are under the approach path of R	st boundary	
6 E	Churches are on the southeast bo with others scattered in all area	oundary and	beyond,

Palm Beach Interna	tional West Palm Beach, FL ASO PBI
Part/Subset(s)	Comments
2A	Ordinance by county directing aircraft to conform to noise abatement procedures whenever conditions permit.
2B1 2B2	If building falls into specified NEF contour, the city and county recommend that certain types of buildings not be built.
2D0A } 2D0B }	100 acres on west-northwest side.
2D1	50 acres west-northwest at end of approach Runways 9L and 13.
2D6	Vegetation barrier and trees around boundary except to the north.
2D9	Yes.
3A	Century Village Noise Committee. (Community was built against airport recommendation).
3B }	In process of completing airport master plan which is 90% complete.
4D1 } 4D2 }	No maintenance facilities for aircraft. Engine runup maintenance only during peak periods for fixed base aircraft. (Peak periods are 7:30 to 9 a.m., 12 noon to 2 p.m., and 5 to 8 p.m none during night hours.)
5A1 5D 5I1 5I2	Recommend 3 ^o maximum. Conditions permitting. Flight training restricted to peak hours - none at night. No airline flight training, except new pilot orientation.
6C	Palm Beach, due east. Takeoff on Runway 9 and land on Runway 27. Century Village, off Runway 13/31, on north and northwest side.
6H	Hotels, etc., located all around airport.
7D	Approximately 38 complaints received per year.

Dekalb-Peachtree	Atlanta, GA	ASO	PDK
Part/Subset(s)	Comments	5	
4B1J	South departures are restricte		
4B2B	Sundays and holidays from 10:3	30 a.m. to noon	n.
6A	A school is 1 mile east.		
6C	Residential areas are 1 mile f directions, with the southwest	most noise se	nsiti ve .
6E	A church is 1/2 mile southwest areas.	t, with others i	in all
6H	Motels are on east and south b	oundaries and	beyond.

Panama City-Bay	County	Panama City, FL	ASO	PFN
Part/Subset(s)		Comments		
2B1	buildin warnin City or	ity and county ordinances gs and require owner of p g that land is in a noise se dinance #942, Dade Coun- rdinance #932 (noise and h	property to gi ensitive area ty Ordinance	ive buyer L #76-1,
2C2	Hospita	al is located south and eas - 5 years old, insulated a	st of airport,	2 1/2
2D0		ast quadrant - 28 acres.		
2D1	Southea	ast quadrant - 15 acres (o ought by airport bond iss		nway 32).
5C1		nway 14 for approaches a Andrew's Bay.	and Runway 3	32 for takeoff
5C2		f to southeast and turn out	t over nort he	ast.
6B	Hospita	al in the southeast quadra	nt.	
6C		ential homes located 300 to y 32 and off southeast qua		west of
6G	Golf co	ourse 1/2 mile west of air	port.	
6Н		notels located all around a	•	

2 complaints in 3 years.

7A

St. Petersburg -Clearwater International

St. Petersburg, FL

ASO

PIE

Part/Subset(s)	Comments
2B1	Pinellas County ordinance has airport area zoned non-residential.
4D3	Preferential taxiways, Runways 17R/35L.
5A5	Profile descent program.
5C1	Landing, Runway 17L; departure, Runway 35R, (see AIM.)
5I	Flight training for light aircraft only.
6C	2 1/2 miles due north of airport (Runway 17).
6G	Golf course on airport property, east boundary parallel to Runway 4/22.
61	Theater on airport's south end, close to golf course.
7B	10 complaints received in 1977.

Part/Subset(s)	Comments
2A	City resolution (not binding) prohibits touch and go operations for all aircraft between 11 p. m. and 7 a. m., and it prohibits all jet operations between 11 p. m. and 7 a. m.
2B1	Airport zoning ordinance in compliance with FAR 77. There is a municipal noise ordinance that deals specifically with aircraft noise.
3C	Florida Atlantic University performed study entitled "A Study of General Aviation Aircraft Noise in Pompano Beach, Florida." Department of Ocean Engineering and FIU center for environmental and urban problems.
4A7	Structural limitations restricting all aircraft over 30,000 pounds gross weight.
5C1	For jet operations, there are preferential landings on Runway 14 and departures on Runway 32.
6A	Schools located 1/2 mile from airport in southwest quadrant.
6B	Hospital in northwest quadrant, 2 miles from airport.
6C	Residents located all around airport, particularly heavy on east, northeast, and southeast quadrants.
6E	Churches located all around airport in residential areas.
6F	Pompano Beach Recreation Center, 1/2 mile from airport on south section. City Hall, 1 mile south.
6G	Golf course, north section; tennis courts, and park, southeast quadrant; riding academy, west section.
6H	All around airport.
7 D	48 noise complaints.

Pensacola Regional	Pensacola, FL ASO PNS
Part/Subset(s)	Comments
2A	City program which stated that certain runways should be used. Tower did away with this program because it actually brought in more complaints.
2B	City in process of developing land use compatibility plan.
2C3	One new apartment building located in southeast quadrant, 2 1/2 miles from airport boundary.
2D0	In 1976, airport acquired 12.4 acres in northeast quadrant of airport off end of Runway 25.
2D1	40 acres off approach end of Runway 25. Easement was acquired in a tradeoff agreement for permitting development of subdivision.
2D6	Vegetation barrier, trees, northeast through southwest quadrant of airport boundary.
3C	City in process of developing a land use compatibility plan.
5C1	For jet operations, landings on Runway 16 and departures on Runway 7.
5C3	On Runway 16, aircraft instructed to remain on runway heading for 3 miles or 3000' then turn to north-northwest section, 1 mile off the airport boundary (junior college).
6C	Residential area located in south-southeast quadrant 1 mile off the airport boundary.
7D	Approximately 30 complaints received in 1977.

Raleigh-Durham	Airport	Raleigh-D	urham,	NC	ASO	RDU
Part/Subset(s)			Comme	ents		
2B1	Airport (no res	District Zoni idential areas	ing (196) based	2) rest	ricts land F contour	use s.
3F	have ac	nd-use plannin quired 4,000 a for expansion	acres,	es over now se	past 15 y rving as i	years noise
6B	Resear	ch hospital is	4 miles	s west.		
6C		ntial areas are			northeast	
6E		es are 2 miles				
6G	Umstea	d Park, with l from east bo	hiking,			etc.,

Savarii Manii Cipai	Savaniai, GA	100	DAY	
Part/Subset(s)	Comments			
2D6	Trees extend 1 mile beyond all airport boundaries.			
6C 6H	Residential areas are 3 to 4 mile A motel is on airport property.	s southeast		

Standiford Field	Louisville, KY	ASO	SDF		
Part/Subset(s)	Comments				
2A	Local aviation board helped air of noise abatement procedures.	•	velopment		
2D5	Air National Guard has noise suppressing equipment on field.				
2D6	There is a hedge on the north a airport.	There is a hedge on the north and northeast sides of the			
3A	Committee called NOISE (National Insure a Sound-Controlled Environment of the Complete Comple	ironment), a			
5C1	Informal - land Runway 1, depa	art Runway	2.		
5D	Informal - never land and take of	off on the sa	me runway.		
511	By student pilots.				
5J	Informal 'Keep 'em high' progr	am.			
6A	East quadrant, 3/4 mile away f	rom bounda:	rv.		
6C	Due 1/4 mile west.	20m boundari			
	Due 1/4 mile north.				
	On the eastern boundary.				
6E	Cemeteries located 1 mile nort				
6F	North-northwest 1/2 mile from Fair and Exposition Center.	boundary -	Kentucky		
6H	Located 1/2 mile north of airpo	rt boundary.			

Sanford	Sanford, FL	ASO	SFB	
Part/Subset(s)	Comments			
2B1 2D6	City zoning restricts noise sen Blast fences and pads are on ea airport.			
6C 6E	A residential area is 1 mile no. A church is 1 mile northwest.	rthwest.		

Memorial	Spartanburg, SC	ASO	SPA
Part/Subset(s)	Comments		
2D6	Trees are on west side.		
6A	Schools are 1 1/2 miles northwe		
6C	Residential areas are 1/4 mile northeast and beyond.		
6E	Churches are scattered through with the nearest 1/4 mile north.		al areas,
6H	Motels are 3 miles northwest.		

Albert Whitted	St. Petersburg, FL ASO SPG			
Part/Subset(s)	Comments			
2B1	There is a local zoning noise ordinance which includes an aircraft/airport provision.			
4B1J 4B2B	There is a city imposed touch and go operations restriction (curfew) primarily for safety reasons because tower is closed.			
5I1 5I2	No touch and go operations on Runway 24.			
6B 6C	Hospital 1/2 mile due west. Residential areas located south to west sections, 1/4 mile.			
6D	Airport is historic site. It is the location of the first commercial flight - first sea plane flight to Tampa.			
6E	Religious structures located scattered in the west to north sections, 1/2 mile.			
6F	Bay Front Center located on northwest boundary.			
6G	St. Petersburg Marina and yacht club in northwest quadrant.			
6H	Scattered in northwest quadrant, 1/4 mile.			

Sara	sota - E	Bradento	<u>on</u>	Sarasota	, FL		ASO	SRQ
Part	/Subset	<u>(s</u>)		Comn	nents			
	3A		Asso	e control ac ociation'' fro west quadr	m the trail	er courts		
	4B1H 4B2A 4D2	}	appli Ther	re exists an cable to jet re is an infonce runup ma	aircraft or rmal restri	ily. iction reg	garding ti	me of
	5C1			informal pro conditions		to use F	Runway 1	3/31
	6A			City College		lin south	west qua	drant
	6C		Residairpo	dential area ort. Southea heavily pop	s located a st and nort			
	6G		Recr 3/4 n	reational fac- nile from ai ling Museum	ilities loca rport boun	dary. O		
	6H		Hotel	s, etc., loca est quadrant	ted 1/2 mi		oundary	

Part/Subset(s)	Comments
2D6	Trees surround airport boundaries.
6A	A school is 2 miles northeast, and University of Alabama is 4 miles northeast.
6B	A retarded children's hospital is 1 mile northwest.
6C	Residential areas are 1 mile northwest and southeast and beyond.
6E	Churches are $11/2$ miles and beyond in all areas.
6F 6G	University of Alabama Stadium is 4 miles northeast.
6H	Motels are 2 miles northeast.

Tuscaloosa, AL

Tuscaloosa Municipal

TCL

ASO

Part/Subset(s)	Comments
2D0	250 acres acquired from U.S. Forest Service on south and east boundaries of airport.
2D6	Trees all around airport.
2D7	Parallel east-west runway, 1000' south of east-west Runway 9R/27L.
3C	Proposed. (Waiting for contract pending noise contours arrival.) Part of county land use planning.
$\left. \begin{array}{c} 4\mathrm{D1} \\ 4\mathrm{D2} \end{array} \right\}$	8 a.m. to 5 p.m., fixed base operators only.
6C	Trailer park off approach to Runway 18, 1/2 mile north. Some scattered residences, south and east within 4-mile range.
6D	South and west, Apalachicola National Park.
6G	11/2 - 2 miles to northeast quadrant, lake with a few scattered homes.
7A	Less than 5 complaints received (except for military).

Tallahassee, FL

ASO

TLH

Tallahassee Municipal

New Tamiami	Miami, FL	ASO	TMB
Part/Subset(s)	Comments		
2D6	Trees surround airport except	on west.	
6A 6C	A school is 3 miles northeast. Residential areas are 1/2 mile north and 2 miles south.	northeast, 1	mile
6I	A zoo is 2 miles southeast.		

Tampa International	Tampa, FL	ASO	TPA
Part/Subset(s)	Comments		
2B1	Zoning ordinances by both countering are prohibited within secommercial and light industria	pecified NE	F contour but
2D0A	40 acres to west of airport for 10 years ago.	approach co	ontrol purposes,
2D1A	Easement of approximately 45	-60 acres to	west of airmort
2D6	Trees, shrubs, and vegetation to west side of airport.		
4D1	Engine runup maintenance in northwest quadrant of airport.		
4D2	Runup maintenance restricted 6 a; m.	from 10 p. n	n. to
5C1	Free access to west north-sou south runway takeoffs to north	th runway.	East north-
5C3	Runway 18R, 10 ^o turn immedi West north-south runway.	iately after o	departure on
5C1	East-west runway restricted fixwind is above 25 knots.	rom jet oper	ations unless
5I	All requests for flight training	are reviewe	ed case by case.
7D	Approximately 45.		

Tri-City Airport	Bristoi, in ASC III
Part/Subset(s)	Comments
2B1	New construction in airport vacinity must comply with zoning ordinance.
2D6	Trees are on all airport boundaries.
6C	Residential areas extend west from airport boundary.
6E	Churches are in residential areas to the west.
6G	TVA lakes are 1 1/2 miles east. Parks are west.
6Н	A motel is on airport west boundary.

McGhee-Tyson A	irport	Knoxville, TN	ASO	TYS
Part/Subset(s)		Comments		
2B1		ng city zoning restricts r y ends.	esidential use	beyond
5J	Air tr at nig	affic is directed away front.	om populated a	reas
6C	Resid	ential areas are 2 miles	east and 3 mil	es west.
6H	Motels	s are 1/2 mile northeast.		
7E	Milita	ry flights are responsible	e for most con	nplaints.

Valdosta Municipal	Valdosta, GA	ASO	VLD
Part/Subset(s)	Comments		
2D6	Trees surround airport.		
6A	Schools are 1 and 2 miles northea		
6C	Residential areas are 2 miles from the northwest to east.		
6H	Motels extend from 1/2 mile to 2	miles west.	

Elgin AFB	Valparaiso, FL	ASO	VPS			
Part/Subset(s)	Comments					
3A	Legal action taken by a group on of airport.	the northeas	t side			
5 J	Do not allow 3600 overheads on to quadrant over city of Valparaiso.					
6C	Northeast quadrant, Valparaiso t	oundary.				
7A	Most by the noise committee on northeast boundar					

Vero Beach Municipal	Vero Beach, FL

Part/Subset(s)	Comments
2D6	Tree lines are on west and north boundary.
3A	Airport Advisory Committee is composed of airport management, citizens' representatives, city officials, and the FAA.
5C1	Runway 4 is informally preferential, winds permitting.
5C3	Right turns are not allowed from Runway 11.
5H1	Runway 29 has been displaced 908'.
5H2	
6A	Schools are 2 miles southeast.
6B	A hospital is 1/2 mile southeast.
6C	Residential areas are 1/2 mile east, southeast, and south and beyond.
6G	Beach areas are 2 to 3 miles east.

ASO

VRB

SOUTHWEST REGION

ARKANSAS LOUISIANA NEW MEXICO OKLAHOMA TEXAS

SOUTHWEST

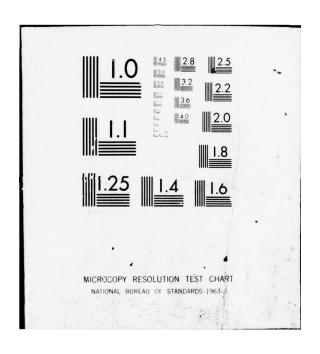
Andrau Airpark	Houston	ASW AAP
Part/Subset(s)	Comments	
6A 6B 6C 6E 6G	These facilities appear i	n all areas around airport.

Albuquerque Intern	national Albuquerque, NM ASW ABQ							
Part/Subset(s)	Comments							
2A	City Ordinance specifies that aircraft operators must comply with airport noise abatement procedures.							
2D6	Military maintains shed-type noise suppression.							
3F	Military has completed an AICUZ study.							
4 A9	Aircraft over 12,500 lbs are restricted from Runway 17 and 35 for noise abatement.							
4D2	Military do not perform engine runup at night.							
5C1	Runway 8 and 26 are preferential.							
5C3	Departures from Runway 8 make right turn immediately after takeoff. No left turns are allowed for large aircraft departing Runway 8 from 9 p. m. to 6 a. m. Informally, large aircraft departing Runway 26 maintain runway heading to 8000' MSL altitude. Departures from Runway 03 are prohibited except in emergency. Military never make right turn departing Runway 8, and prohibit landings on Runway 17.							
6A	Schools are 3 to $3 \frac{1}{2}$ miles west, northwest, north and northeast, and $1/2$ mile east.							
6B	Three hospitals are 4 miles north.							
6C	Residential areas are 3 miles west, northwest, north and northeast, and 1/2 mile east.							
6E	Churches are scattered throughout residential areas.							
6G	Recreation facilities are scattered throughout residential areas.							
6H	Motels are most frequent to the south.							

Amarillo International	Amarillo, TX	ASW	AMA
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Part/Subset(s)	Comments
2B1	Building types are restricted to compatible land uses on northwest.
2D1A	Surplus military land sales in area include noise easements.
5C2	Jets avoid city 2 miles west and keep above 3400'.
5C3	Departures from Runway 22 maintain heading to 3400'.
6A	A school is 3 miles northeast.
6C	Residential areas are spread to east and 2 miles west.
6E	Churches are scattered through residential areas.
6G	Recreation facilities are scattered through residential areas.
6H	Motels are 1 mile southwest.

AD-A068		ENVIRON MAR 79	NMENTAL	ION ADM DATA B -79-01-	ANK. VO	TION WA	SHINGTO	N DC OF	FICE	MATION	MAETC	(U)	
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Robert Mueller M	Vi unicipal	Austin, TX	ASW	AUS
Part/Subset(s)		Comments		
2A	City res	stricts large aircraft	training from 9	p. m. to
3E	City rej	ected ANCLUC oppor	tunity.	
511	No touch	h and go, low approac	hes or flight tra	aining per-
512	Also se	e 2A.		
6A		are scattered all aro		
6B	A hospit	tal is $11/2$ mile south	1.	
6C	Resider	ntial areas are on all	sides of airport	
6E		es are scattered throu		
6G		s a golf course on air	•	
6H		are along south bound		,

Jefferson County	Airport	Beaumont, TX	ASW	BPT
Part/Subset(s)		Comments		
512	Training is kept away from northwest at night.			
6C 6G	Residential areas are 1 1/2 miles northwest. A park is 1 mile northwest.			

Brownsville International		Brownsville, TX	ASW	BRO
Part/Subset(s)		Comments		
6A	A scho	ol is near the northeast b	oundary.	
6B	A hospi	ital is 3 miles northwest.		
6C	Residential areas are scattered in all directions, with nearest 1 1/2 miles distant.			
6E	Church	es are scattered through	out residenti	al areas.
6G		tion facilities are scatte		

Ryan Field	Baton Rouge, LA	ASW	BTR
Part/Subset(s)	Comments		
6A	A college is 2 1/2 miles wes	st, a school is 3	miles northeast.
6C	Residential areas are on nor mile east, and 3 1/2 miles s	south.	
6E	Churches are scattered thro	ughout residenti	al areas.
6G	Recreation facilities are sca	attered througho	ut residential
	areas.		
6G		attered througho	ut residential

Easterwood Field	College Station, TX	ASW CLL
Part/Subset(s)	Comments	
5.1	Informal procedures keep airc to north and northeast, 3 miles	
6A 6B 6C 6E 6F }	A & M University is 3 miles of A hospital is 4.6 miles norther Residential areas are 3 miles Churches are scattered throug Concert hall, etc. on A & M concert hall, etc.	ast. north and northeast. hout residential areas.
6Н	Motels are 2 miles northeast a	and beyond.

Corpus Christi International	Corpus Christi, TX	ASW	CRP
COLPED CILIE			

Part/Subset(s)	Comments
2D0A	Airport has acquired 1775 acres on the west and southwest.
2D1A	Easements have been acquired on 425 acres. These areas are for buffering and expansion. Seventy-five acres will be affective in poise abatement of proposed new runway.

Love Field	Dallas, TX	ASW DAL
Part/Subset(s)	Comments	
2A	City of Dallas restricts engine airport and from midnight to 6	
2B1	Zoning of area southeast was c to commercial in 1960.	
2D0A	Twenty homes were acquired 1 the northwest as a result of law	
2D6	Shrubs and trees have been pla for beautification and noise aba	
3A	The Love Field Homeowners A citizens to the north and south	
4D1	See comment 2A.	
4D2	See comment 2A.	
5C2	Large aircraft use baseleg 4 m 3000' as long as possible.	iles out and maintain
5C3	Departures from Runways 31R pattern and all large aircraft n 3000' altitude. Smaller propel heading to 2000'.	naintain runway heading to
511	Touch and go operations are re and 13R.	stricted to Runways 31L
5J	Landings on Runway 18 and depare restricted to aircraft under heavy crosswinds.	
6A	Schools are 2 miles north and s	southeast
6B	Hospitals are 2 and 3 miles sou	
6C	Residential areas are east, no	
6E	Churches are scattered through	
6G	Recreation facilities are scatterareas.	
6Н	Motels are on southeast airportsouthwest.	t boundary and 3 miles

Dallas -

Dallas-Ft. Worth Regional Dallas-Ft. Worth, TX ASW DFW

Part/Subset(s)	Comments
2B1	Approximately half of airport property is committed to noise buffer purposes. Other property in area is zoned for compatible land use. City of Grapevine, to the north, specifies noise factors on new deeds, and Irving, south, reviews construction for land use compatibility.
2C1	University of Dallas, 4 miles southeast, has included soundproofing in recent construction.
2D0A	Seventeen thousand acres have been acquired by fee simple, with zoning control of another 600 acres at runway ends. This airport confines the 40 NEF contour to airport property.
2D6	Blast fences are in northeast and northwest, with other barriers scattered around airport. Extensive landscape noise buffering is provided by large size of property.
3A	Two active committees are the Sierra Club and CAN, ''Control Airport Noise''.
. 3C	ANCLUC is proposed to begin in 1979.
4D1	Engine runup is confined to designated areas.
5C1	Runways 13L and 3lR are closed from 11 p.m. to 7 a.m.
5C2 5C3	Runway 31 approaches must stay north of Irving. All departures maintain runway heading to 4000' altitude except for Runway 31, where aircraft turn to heading 1150 to avoid Irving.
51	No touch and go operations or practice approaches are allowed.
5J	Runways 13L and 31 are closed to air carriers except by airport manager's prior permission.
6A	Nearest schools are 7 miles southeast.
6C	Residential areas are 6 miles southwest and beyond.
6H	Motels are 5 miles south and beyond.

Shreveport Down	Shreveport, LA	ASW	DTN
Part/Subset(s)	Comments		
6A	A school is 1 mile west.		
6B	A hospital is 3 miles southwest	t.	
6C	Residential areas are 1/2 mile		d beyond.
6E	Churches are northwest and we		
6 G	Recreation facilities are to the		

El Paso International	El Paso, TX	ASW	ELP
			-

Part/Subset(s)	Comments
2B1	Zoning in airport vicinity is based on land use compatibility. Construction applications are reviewed.
2D0A	Airport has acquired 2700 acres of surplus Military land on east and south at no cost, as a noise buffer.
2D1A	Airport has sold 1900 acres of surplus Military land with noise easements in deed.
5C3	Departures from all runways informally maintain runway heading to 3000'.
51	Flight training is informally confined to northeast areas.
6A	Schools are 1/4 mile south and 2 miles west and east.
6B	A hospital is 3 miles west.
6C	Residential areas are 1/4 mile south and 2 miles east and west.
6E	Churches are scattered throughout residential areas.

Fort Smith Munici	pel Fort Smith, AR	ASW	FSM
Part/Subset(s)	Comments		
2D5	Air National Guard has hush-	shed equipment.	
3F	Twenty-year master plan has	just been compl	eted.
5J	Traffic is informally routed a	way from north	west areas
6A 6B	A school is 2 miles northwest A hospital is 2 1/4 northeast.		
6C	Residential areas are 1 mile and 2 miles northwest.	south, 1 1/2 mi	les east
6E	Churches are scattered throuseveral to the northwest.	gh residential au	reas with
6G	Parks are 2 miles northwest	and southeast.	
6Н	Hotels and motels are 3 miles		
7C	Majority of noise complaints military aircraft.	result from fligh	nts cf F-100

Greater Southwest International Fort Worth, TX ASW GSW

Part/Subset(s) Comments

Airport closed.

Part/Subset(s)	Comments
2D0	Seventy five parcels of land including 12 homes have been purchased for clear zones and land use compatibility.
6B	A hospital is 3 miles northeast.
6C	Residential areas surround airport at a distance of 1/2 mile north, 3 1/2 miles southwest, 1 1/2 miles northeast and southeast.
6D	Quachita National Forest is 3 miles west, and Hot Springs is 3 miles northeast.
6E	Churches are scattered in all directions.
6G	Recreation facilities are scattered in all directions.
6H	Entire area is resort territory.

Part/Subset(s)	Comments
2D7	Runway 17-35 is proposed for 1200' extension, which will increase capacity and reduce noise by 700' displacement.
3C	ANCLUC study is proposed.
4D1	Engine runup is restricted to center of airport and from
4D2	11 p. m. to 7 a. m.
5C3	Departures informally maintain runway heading 1 1/2 miles.
5H2	It is proposed that Runway 35 be displaced 700' for landings.
511	No air carrier training.
6A	Schools are 1 1/2 miles north and southeast.
6B	A hospital is 1 1/2 miles north.
6C	Residential areas are on north and northwest boundaries.
6E	Churches are north and northwest.
6G	Recreation facilities are north and northwest.
6H	Motels are 1 mile northeast and beyond.

Houston, TX

ASW

HOU

William P. Hobby Airport

Harlingen Industrial	Harlingen, TX	ASW	HRL
Part/Subset(s)	Comments		
6A	A school is 4 miles south, and Texa Institute is located on airport.	as State 7	l'echnical
6B	A hospital is 3 miles southwest.		
6C	Residential areas are 1 mile east a and beyond.	nd 2 mile	es southeast
6 F	Outdoor theater is 5 miles south.		
6 G	Recreation facilities are 2 miles so beyond.	outheast a	and scattered
6H	Motels are 2 miles east and beyond	•	

Part/Subset(s)	Comments
2D4	Developers in airport vicinity must extend utilities.
3A	Noise committee from Sequoyah Civic Club, south, has been inactive.
5C3	Departures from Runways 14 and 32 make a climbing right turn to 3000' and proceed on course.
5J	Aircraft over 12,500 lbs. use Runways 14 or 32.
6A 6B 6C 6E 6G 6H	These facilities surround airport in every direction from boundary outward.

Houston, TX

ASW

IAH

Houston Intercontinental

Jonesboro Municipal	Jonesboro, AR	ASW	JBR

Part/Subset(s)	Comments
6A	Arkansas State University is 3/4 mile northwest.
6B	A hospital is 2 miles southwest.
6C	Residential areas are in all directions except northeast, from airport boundary and beyond.
6E	Churches and recreation facilities are scattered throughout
6 G	area.
6H	Motels are 3/4 mile northwest and southwest and beyond.

Lawton, OK	ASW	LAW
Comments		
A school is on the north bound	dary.	
A hospital is 3 miles northwe	st.	
		ond.
Churches are scattered to the	north.	
Motels are 2 1/2 miles north.		
	Comments A school is on the north bound A hospital is 3 miles northwe Residential areas are 2 miles Churches are scattered to the	Specific Consents

Lubbock Internati	onal Labbock, 1X	ASW	LBB
Part/Subset(s)	Comments		
2B1	South side is zoned for land u	se compatibility	
6A	A school is 4 1/2 miles south	1.	
6C	Residential areas are 3 1/2		
6E	Churches are 4 1/2 miles so	uth and beyond.	
6G	A golf course is 2 1/2 miles	southwest.	
6H	Motels are 3 miles south.		

Lafayette Regional	Latayette, LA	ASW	LFT
Part/Subset(s)	Comments		

Part/Subset(s)	Comments
6A	Schools are 1 1/2 miles west and northeast.
6B	A hospital is 1 1/2 miles west and southwest.
6C	Residential areas are on west and southwest boundary and beyond.
6E	Churches are west and southwest.
6F	Stadium is 1 1/2 miles west.
6G	Park is $1/2$ mile northwest and golf course is on north boundary.
6H	Motels are 1/2 mile southwest and beyond.

Adams Field	Little Rock, AR	ASW LIT	
Part/Subset(s)	Comments		
2D0A	Airport has requested federal undeveloped land on the south.	•	
3A	There is an Active Citizens' Organization to Reform Now (ACORN) chapter here; and group from College Station area, to south, opposes airport and its noise.		
5C3	Military flights fan out on dep	arture.	
512	Military flight training is rest		
6A	Schools are 1/2 mile northwes	st and 1 mile west.	
6B	A hospital is 2 mile west.		
6C	Residential areas are on north and east boundary and 11/2 miles southwest.		
6E	Two churches are 1 1/2 miles 1/2 northwest.	east, and two others are	
6H	Motels are 3 miles northwest	and beyond.	

Midland Regional	Midland, TX	ASW	MAF
Part/Subset(s)	Comments		
2B1	Area to south is zoned industrial and commercial.		
5C3	Jet departures from Runway 10 are informally required to maintain heading to 3000'.		
6C	Nearest residential area (s	semi-industrial) is	4 miles east.

Midland Airpark	Midland, TX	ASW	MDD
Part/Subset(s)	Comments		
5C3	Informally, no jet departures to south unless absolutely necessary, in which case an immediate left turn is made.		
6A 6C 6E 6G 6H	These facilities are 1/2 mile no beyond.	orth, west an	d south and

Miller Internation	McAllen, 1X	ASW	MFE
Part/Subset(s)	Comments		
6A	A school is 1/2 mile north.		
6C	Residential areas are 1/2 mil	e north and be	yond.
6E	Churches are scattered throug the north.	chout residenti	al areas to
6G	A golf course is on east bound	ary, with park	s to the north.

Monroe Municipal	Monroe, LA	ASW	MLU
Part/Subset(s)	Comments		
5J	Air traffic is kept away from	western areas.	
6A	A school is 3 miles west.		
6C	Residential areas are 3 miles small residential area 3 miles		nd with a
6E	Churches are 3 miles west.		
6G	Recreation facilities are 3 m on western boundary.	iles west with a	golf course

Part/Subset(s)	Comments
3A	The national group "ACORN" Active Citizen's Organization to Reform Now" has a chapter in the area.
3D	This airport rejected an ANCLUC study opportunity 3
3E	or 4 years ago, but is now interested because of a need
	for land acquisition.
5C1	Runways 28 and 10 are preferential for departures and landings, respectively.
5C3	Departures from all runways maintain runway heading to 2000' altitude.
5H2	Runway 28 is displaced 750' for obstruction clearance, with a noise abatement effect.
5I	No flight training permitted.
6A	A school is 1/4 miles from east boundary.
6C	Residential areas lie along west, northwest, north and east boundaries. The Kenner area, northwest, is the source of many complaints. Other residential areas are scattered to the south and southeast.
6E	Churches are scattered throughout the residential areas.
6 F	Masonic Hall is $1/2$ miles south.
6G	Parks and playgrounds are scattered throughout area.
6H	Hotels and motels are in eastern regions.

Lakefront Airport	New Orleans, LA	ASW	NEW
Part/Subset(s)	Comments		
6C	Residential areas are 3/4 mile		
6G	Water recreation can take place east, in Mississippi River.	e on west, no	rth and

Will Rogers World Airport	Oklahoma City, OK	ASW	OKC

Part/Subset(s)	Comments
2A	City has recently established aircraft noise standards and is training monitoring personnel.
2B1	City and county review construction for land use compatibility.
2D0A	Forty acres are been acquired on northeast side.
2D8	City has purchased portable equipment.
3A	Northern residents have informally met to deal with noise problems.
3C	ANCLUC study underway.
4D1	Engine runup is confined to Runway 17R pad.
5C2	Downwind patterns are informally kept at 3000'.
5C3	Large aircraft maintain runway heading to 2500'.
5J	Training operations are routed toward Clinton Air Base.
6C	Residential areas are 2 miles northeast and southeast.

Max Westheimer	Airport	Norman, OK	ASW	OUN
Part/Subset(s)		Comments		
6A	A schoo	l is 2 miles northwest		
6C	Resider northea	ntial areas are $1 \frac{1}{2}$ r	miles northwest	, north, and
6E	Churche	es and recreation facil	ities are scatte	red throughout
6G		tial areas.		- ou un oughout

Part/Subset(s)	Comments
2A	City of Bethlehem, on north, uses noise contours for zoning.
2B1	Rezoning is proposed on north.
2D0A	Acquisition is in process for 100 acres to the south and west.
3A	Committee is forming in Bethany in the south, in response to new ANCLUC study.
3C	ANCLUC study is underway.
4A6	Runway 12 is closed to departures and Runway 30 to landings for aircraft over 12,500 lbs.
4 A9	Airport prohibits aircraft over 54,000 lbs. for noise abatement.
4B1A	Runway 12/30 is closed from 10 p.m. to 6 a.m. to all aircraft.
5C1	Runways 17L and 35 are preferential.
5C2	Jets stay above 3000' and are vectored from 4 mile final, straight-in, stabilized approach.
5C3	Jets maintain runway heading to 3000' altitude.
511	Touch and go are restricted from Runway 12-30.
6A 6C	These facilities extend from the airport boundary and beyond on the south, southeast, and east.

Oklahoma City, OK

ASW

PWA

Wiley Post Airport

6E 6G 6H

Alameda Airport	Albuquerque, NM	ASW	<u>Q64</u>
Part/Subset(s)	Comments		
51	No training for aircraft based	at other airpo	rts.
6A	A school is 1 1/2 miles west.		
6C	Residential areas are scatter with the north most densely po		of airport,
6E	Churches and recreation facili	ities are scatte	ered in all
6G	directions.		

Redbird Airport	Dallas, TX	ASW RBD
Part/Subset(s)	Comments	
2A	City prohibits engine runup m to 6 a.m. and to center of air	
4D1 4D2	See 2A. See 2A.	
6A 6C	Schools are 1 mile north, nor Residential areas are 1/2 mile east and southeast.	theast and east. le northwest, north, northeast,
6E	A church is 1/2 miles southw throughout residential areas.	est, with others scattered
6G	A golf course is 1/4 mile sou facilities scattered in all area	

San Antonio International San Antonio, TX ASW SAT

Part/Subset(s)	Comments
2D0A	Airport has acquired 122 acres in north and east quadrants for buffer use at present and eventually for new runway use.
3A	An informal noise committee has operated on the southwest.
4D1	Engine runup is restricted to approach end of Runway 21L Taxiways N and P, and Taxiway G in the northwest.
4D2	Small business jet engine runup is restricted from 9 p. m. to 7 a. m. Large engines runup is restricted from 7 p. m. to 7 a. m.
5C1	Runways 12R and 12L are preferential for both landings and departures.
5C2	Runway 12R traffic is directed north of airport.
5C3	Large aircraft maintain runway heading to 3000° altitude.
512	No turbojet flight training from 10 p.m. to 6 a.m.
6A	Schools are 1 1/2 miles south and southeast and 2 miles northwest.
6B	A hospital is 4 miles southeast.
6C	Residential areas surround airport boundary, with higher population densities south and southeast.
6D	A wildlife refuge area is 1 1/2 miles northwest.
6E	Churches are scattered throughout residential areas.
6G	Recreation facilities are scattered throughout residential areas.
6H	Hotels and motels are scattered throughout residential areas.

Shreveport Regional	Shreveport, LA	ASW	SHV

Part/Subset(s)	Comments
2D0A	Acquisition of 10 undeveloped acres on south was for land use compatibility.
3A	SONAR (Shreveporters Opposed to New Airport Runway) organized by developers to southwest, is now dormant but successfully opposed recent defeated proposal to extend runway.
5C1	Runway 13 is preferential.
5C3	Large aircraft maintain runway heading to 1500' altitude.
511	Low approaches and touch and go operations must maintain runway heading to 2000'.
6A	Schools are 3 to 4 miles northeast and southeast.
6B	A hospital is 3 miles northeast.
6C	Residential areas surround airport boundaries.
6E	Churches are scattered throughout residential areas.
6G	Recreation facilities scattered throughout residential areas.
6H	Motels are $3/4$ mile north and beyond.

Stinson Municipal	San Antonio, TX	ASW	SSF
Part/Subset(s)	Comments		
6A 6C 6E 6G	These facilities are found from the on the northwest, west and south. 1 mile east.		

Searcy Field

Stillwater, OK

ASW

SWO

Part/Subset(s)

Comments

2D0A

Aid request is being proposed for 20 acres in south approach area.

Malas Tutamational	Tules OV	ACTI	CTIT IT
Tulsa International	Tulsa, OK	ASW	TUL

Part/Subset(s)	Comments
2D0A	Requisition for federal aid now in process to acquire 399 homes and 3 churches on north, south and east for noise compatibility, clear zone and access.
2D5	Air National Guard has hush-shed in northeast area.
3A	Landowners to north have petitioned airport to acquire their land.
4D1	Turbojet engines are runup on north and east during day-
4D2	light hours only.
5.A5	Profile Descent Program to be implemented in November.
6A	Schools are 1 mile east and 2 miles south.
6C	Residential areas are on south boundary and between runways on north.
6E	Churches are north and south.
6G	Golf course, zoo, swimming, etc. are northwest.
6H	Motels are on south edge of airport and beyond.
61	Audubon Society is concerned about Bird Refuge north of airport.

Texarkana Municipal/Webb Field Texarkana, AR ASW TXK

Part/Subset(s) Comments

6C Sparse residential area is 2 mile west.

Harvey Young Field	Tulsa, OK	ASW 1H6
Part/Subset(s)	Comments	
6A 6C 6E 6G	These facilities are found on in a developed area of Tulsa.	

WESTERN REGION

ARIZONA CALIFORNIA NEVADA

WESTERN

Arcata Municipal	Arcata, CA	<u>AWE</u>	<u>ACV</u>
Part/Subset(s)	Comment	s	
6A	Schools are 2 miles from the a all directions.	airport and bey	ond in
6C	Residential areas surround ai 3/4 mile.	rport at a dista	ance of
6E }	Churches and parks are scatte tial areas.	ered throughout	t residen-

Meadows Field	Bakersfield, CA	AWE	BFL
Part/Subset(s)	Comments		
2D0A	Acquisition of 266 acres in north	west is in p	rocess.
5C2	Arriving jets are informally requapproach above 2,500'.	uested to sta	rt final
51	No turbojet training is permitted sion.	without price	or permis-
6A 6B 6C 6E 6G 6H	Noise-sensitive facilities of thes from airport boundary and 1/2 m beyond.		
6F	A civic center is 5 miles south.		

Part/Subset(s)	Comments
2A	City Council Resolution 17390 includes airport noise constraints summarized below:
	A night curfew on all departures and arrivals of private and commercial jet carriers was imposed. The consolidation of under-utilized, competing scheduled flights by air carriers operating from HBA was required. Future utilization by commercial air carriers of air-
	craft which meet current federal noise standards will be required. The retrofitting of existing commercial jet aircraft with
	sound absorbent materials so as to meet current noise standards is required.
	The Resolution restricts air carriers to the present level of air operations unless additional operations will not increase existing noise exposure levels. Air carriers must adhere to a noise abatement plan designated to reduce noise exposure levels.
2D8	System installation is underway at airport.
3A	North Hollywood Homeowners' Association and many
3F	others are active. City, county and Port Authority have made noise and land-use compatibility studies.
4A9 4B1E \ 4B2A \	Four-engine jets are not permitted. Jet aircraft are restricted from 11 p. m. to 7 a. m.
4C	All aircraft must comply with FAR-36 by 1985.
4D2	Jet engine runup is restricted rom 11 p.m. to 7 a.m.
4E1	Annual passengers served are limited to 1.9 million unless increase is achieved with no increase in noise exposure.
5C1	Runways 7 and 25 are preferential for landings and departures, respectively.
5C2	Arrivals are directed in from the west.
5C3	All departures maintain runway heading to 2,500' AGL.
5 F	High-rear engine jets departing Runways 25 or 33 shall not apply takeoff thrust prior to threshold.

Hollywood-Burbank Airport (Continued)

Part/Subset(s)	Comments
6A 6B 6C 6E 6F 6G 6H	Noise-sensitive facilities of these types are found in all neighboring areas.

Buchanan Field	Concord, CA	AWE	CCR
Part/Subset(s)	Comments		
2A	City provides noise-abatement pr	rocedures and	d restric-
3A	Two active noise committees rep zens northwest and south of the a	oresent impac irport.	cted citi-
5C1	Runways 32R and 19R are preferand landings, respectively, of jet carrier aircraft.	rential for dets and large	epartures air
5C3	County restricts turns after department above 5,000' altitude.	rture to thos	e aircraft
6A 6C 6E 6G	These facilities are located on no boundaries and 2 miles southeast		southwest

Part/Subset(s)	Comments
2B1	City of Chico and County of Butte have zoned areas adjacent to airport for compatible land uses.
2D0A	Acquisition of 500 acres northwest and southeast has provided noise buffer areas.
3C	An environs plan is under way.
5C2	Arrivals are routed through area to northeast for landing on Runways 12-31.
5C3	Jets and large air carrier aircraft departing Runway 13 turn 100 left of runway heading to avoid flying over city.
6A	Schools are 2 miles northwest, southwest, south and southeast.
6B	A hospital is 3 miles southeast.
6C)	Residential areas, churches and recreational facilities
6E }	are 2 miles northwest, southwest, south and southeast.
6Н	Hotels and motels are $11/2$ miles southwest, south and southeast.

Chico, Ca

Chico Municipal

CIC

AWE

Compton Airport	Compton, CA	AWE	CPM
Part/Subset(s)	Comments		
4.A0	Jets are prohibited.		
5C2	Aircraft are kept south of ai pattern for Runway 7.		tht traffic
5H2	Runway 7L is displaced 895	'.	
511	Touch and go operations are	prohibited.	
6A 6B 6C 6E 6G	These facilities extend outwin all directions.	ard from airpoi	rt boundary

Palomar Field	Carlsbad, CA	AWE	CRQ
Part/Subset(s)	Comments		
5C2	Circling approaches are kept cle	ose to airport	t.
5C3	Jets and other large air carrier Runway 24 maintain runway hea miles away.		
6A	Schools are 3 miles northwest a south and southwest.		scattered
6B	A hospital is 3 1/2 miles northw	est.	
6C 6E 6G	Residential areas, churches and are $21/2$ to $31/2$ miles northwe and east.		

Elko Municipal	Elko, NV	AWE	EKO
Part/Subset(s)	Commen	uts_	
2B1 2D0A	Area east of airport is zoned Airport has acquired 100 acr protection and land-use comp	es on the west for patibility.	or approach
2D1	Airport has acquired noise ea	asement on the	east side.
6A 6C 6E 6G	Noise-sensitive facilities of tall neighboring areas, with the		

El Monte Municipal	El Monte, CA	AWE	EMT
Part/Subset(s)	Comments		
2A	City prohibits jets, all aircraft weighing more than 12,500 lbs, and single engine planes of more than 1000 horsepower.		
4A0 4A4 4A6	See comment 2A.		
5I1 5C2 5C3	Glide slope angle has been set a Aircraft may not extend traffic propertures from Runway 19 may remain over paved channel to so or freeway. Departures from Figure channel to 1300' or golf course. Runways 19 and 1 have landing of	pattern. ke slight rig outh until re Runway 10 fo	ght turn and aching 1300' ollow paved
5J	and 350', respectively. Traffic pattern altitude has been 1000'.		
6A 6B 6C 6E 6F 6G 6H	These facilities surround airpor with the exception of a paved cha		•

Part/Subset(s)	Comments
2 A	City and county review construction applications for land-use compatibility. City prohibits night landings on Runway 11L except in emergency.
2B2E	Soundproofing based on noise contours has been proposed.
2D0A	Acquisition of 114 acres on west and northwest included many homes.
2D4	Limitation of utility development in airport area has been proposed to discourage growth.
2D5 2D7	Air National Guard has noise-suppression equipment. Extension of Runways 11R-29L by 2,000' with 1,000' displacement of Runway 11R has been proposed.
3C	Environs plan (preANCLUC) study is under way, with many restrictions and procedures expected to result.
4D1 4D2	Air National Guard engine runup is conducted in hush- shed and test cell locations in southeast part of air- port, and is restricted from 11 p.m. to 7 a.m.
5C1 5C3	Runway 29R is preferential. Air carrier departures from Runway 29R informally maintain heading to 2,000' MSL. Large aircraft departing Runway 29L maintain runway heading to 800' MSL.
5H1 5H2	The proposed extension of Runways 11R-29L would include a 1,000' displacement of the 11R end for both departures and arrivals.
6A 6B 6C 6E 6G 6H	Noise-sensitive facilities of these types surround airport with the exception of areas due east and due north.

Fresno-Chandler Downtown Airport Fresno, CA AWE FCH

Part/Subset(s)	Comments
6A	Schools are 1 mile west and southwest, with others scattered to the east.
6B	Hospitals are 1 1/2 miles east, scattered.
6C	Residential areas extend from the northeast and south- east boundary, with others scattered in the northwest and southwest.
6E	Churches and parks are scattered throughout the residential
6G	areas.

Fullerton Municipal	Fullerton, CA	AWE	FUL
Part/Subset(s)	Comments		
2A	City prohibits jets and require operations by fixed wing aircrawing vehicles over 4,000 lbs, of more than 1000 horsepower.	aft over 12,50 and single eng	0 lbs, rotary
4A0 4A4 4A6 4A8	See comment 2A.		
5C1 5C2	Runway 6 is preferential when Arriving aircraft are kept above pattern.		
5C3	Departures from Runway 24 tu and departures from Runways before turning south.		
6A	A school is 1/2 mile west on li other schools scattered in all a		
6C	Residential areas are on the no boundaries and 2 1/2 miles nor	ortheast and s	
6E	Churches are scattered through		al areas.
6G	Parks are scattered in all area mile northwest.		
7C	Noise complaints were conside and 1978 than in earlier years.	rably less fre	quent in 1977

Hawthorne Municipal	Hawthorne, CA AWE HHR
Part/Subset(s)	Comments
2A	City prohibits single engine aircraft of more than 1000 horsepower and requires prior management approval of jet operations.
4 A0 4 A4	See comment 2A.
5C1	Runway 7, to the east, is preferential for departures between 9 p.m. and 8 a.m.
5C2	Arrivals remain above 1500' until crossing freeway 2 1/2 miles distant.
5H2	Landing displacements are 1025' for Runway 7 and 473' for Runway 25.
511	Touch and go operations are prohibited.
5J	Runway 07-25 traffic pattern is kept to south, away from city.
6A	These facilities extend from airport boundary on the northeast, southwest, southeast and northwest, and are also found 1 mile east.

Part/Subset(s)	Comments
2A	City noise ordinance prohibits aircraft producing more
2D2	than 75 dB at airport boundary from 11 p.m. to 7 a.m. Aircraft not in compliance with nighttime noise limitation are subject to fine or license revocation.
3D	Interest in ANCLUC study participation has been indicated.
4A9	Aircraft types producing more than 75 dB at airport boundary on takeoff are not permitted to depart between 11 p. m. and 7 a. m.
4B1E } 4B2B }	Except in emergency, no aircraft, however quiet, may land or take off between 11 p.m. and 7 a.m.
5C3	Departures from Runway 28L make left turn before reaching airport boundary, from Runway 28R make 20°0 right turn before boundary is reached.
511	Touch and go operations must be performed on Runway 28L before Runway 28R can be used.
6A	Schools are near boundary and beyond on northwest, north, northeast, east, and southeast.
6B	A hospital is 2 1/2 miles southeast.
6C	Residential areas extend beyond airport boundary on the northwest through southeast sides, with the northeast most noise sensitive.
6E	Churches and recreational facilities are scattered
6G	throughout the residential areas.
6H	A motel is on the airport, with others to the southeast.

Part/Subset(s)	Comments
2A	Clark County has imposed procedures and restric- tions for noise abatement.
2D1A	FHA land purchases have transferred noise easements.
3C	ANCLUC study is underway.
5C1 5C3	East-west Runways 25 and 7 are preferential. Departures from Runway 25 proceed on runway heading for 3 DME, those from Runway 19 proceed 4 DME before turning.
6A 6B 6C 6E 6G 6H	Noise-sensitive facilities of these types surround the airport except on the southwest.

Part/Subset(s)	Comments
2A	Aircraft are routed over the Pacific for all approaches and departures between midnight and 6 a.m. in accordance with Los Angeles Department of Airports' regulations; in addition, air carriers are required to submit fleet mix inventory data for city review of compliance with city and state noise standards. SST operations have been restricted by City Council pending FAR-36 compliance and airport development is limited to the service of no more than 40 million passengers annually for noise control purposes. This last restriction is also included in the Westchester-Plaza Del Ray District Plan. City of Englewood General Plan defines city policy in actively advocating changes in aircraft operations for noise reduction, Federal regulatory noise control and use by its residents of all legal means for receipt of compensation for noise damage resulting from aircraft operation.
2B1	Area west of airport has been zoned for compatible land use by the city.
2C5	An experimental program 7 years ago soundproofed a number of area structures for effectiveness studies.
2D0A	A 143 million dollar acquisition program has yielded 2,300 parcels totaling 800 acres.
2D1A	Current litigation is expected to result in expenditure of 26 million dollars for easements to noise impacted city schools. An FAA requisition for aid has been submitted. About 150 residential easements have been acquired.
2D5	Blast fences and hush-shed noise suppressors are located in a number of areas. Test cells are provided for engine runup maintenance.
$\left. ^{2\mathrm{D8}}_{2\mathrm{D9}} ight\}$	Monitoring facilities are at the airport.
3A	Six noise committees represent residents from all adjacent areas.
3C	The Los Angeles Department of Airports has completed a land-use compatibility study for areas around airport.
4 A9 4D1 4D2	See comment 2A concerning SST restriction. City restricts engine runup from 11 p. m. to 6 a. m. except when waived by airport manager for reasons such as: adequate test cell used, idle power on single engine at a time in Hold Area, auxiliary power unit runup for

Los Angeles International (Continued)

Part/Subset(s)	Comments
4D2	maintenance and preflight check or a documented emergency. Prolonged runups must have prior management permission at any hour.
4E1	Los Angeles City Council limits airport to service of no more than 40 million passengers annually for noise- control purposes.
5C1	Runway 25R is preferential from midnight to 6 a.m. for all landings and departures, south over the Pacific Ocean. Second preferences are Runway 25L for landings and Runway 24L for departures.
5C2	Approach track from midnight to 6 a.m. requires aircraft to perform base leg at least 1 mile from shoreline.
5C3	The Daggett Loop departure, used until 9 a.m., specifies that aircraft maintain runway heading and turn left to cross airport at 10,000' altitude. The Ocean Departure, which may be used until midnight, directs aircraft left at shoreline to a heading of 210° held for 5 miles and then left again to 160°. Also used until midnight, the Gorman Departure calls for a 250° runway heading until 12 miles from airport, at which point a right turn to 360° may be made. After midnight, aircraft must maintain runway heading 250° until reaching sufficient altitude to avoid noise-sensitive areas.
51	No touch and go, low approach or other flight training is permitted.
5J	Gate hold procedures during peak hours prevent starting of aircraft engines for departure until cleared by tower.
6A 6B 6C 6D 6E 6F 6G 6H	All types of noise-sensitive facilities are located in all areas surrounding airport. The north and east are heavily residential, the west and south are residential to a significant degree.

Part/Subset(s)	Comments
2A	City Council policies for the airport are summarized:
	It shall be the policy of the City Council to plan now for the complete development of all available airport properties, to encourage the discontinuance of non-compatible military use of airport property at the earliest possible time, and to restrict development of airport properties with direct runway access to business activities providing aviation-related services and products. It is the policy of the City Council that land designated for use by commercial airlines and related activities be adequate to sustain only that level of flight activity permissible under present restrictions to flight operations. Commercial operations are currently limited to six flights/day, Monday through Thursday, and eight flights/day, Friday through Sunday.
2B1	City zoning of adjacent areas aims for compatible land use.
3A	Northwest Serritos Park Homeowners' Association and other groups are active in area.
4B1E) 4B2A)	No jet operations permitted from 11 p.m. to 7 a.m.
4D1 } 4D2 } 4E3	Jet runup is restricted to end of Runway 30 with blast directed southeast toward airport. The current limits are 6 air carrier flights per day, Monday through Thursday, and 8 flights per day, Friday through Sunday, with a change to 8 and 12 flights proposed.
5C1	Runways 3-12 and 25L are preferential for turbojets and other large jets.
5C3	Departures from Runway 30 maintain runway heading to 1,500'.
5I1 5I2	No training, touch and go or practice flying is permitted for jets.

Daugherty Field-Long Beach Municipal (Continued)

Part/Subset(s)	Comments
6A 6B 6C 6E 6F 6G 6H	Noise-sensitive facilities of these types surround airport boundary and beyond except to west, where residential areas are 1 1/2 miles away.

Meadowlark-Huntington Beach Airport

Meadowlark, CA

AWE

L16

Part/Subset(s)	Comments
5C3	Runway 19 departures make 10° right turn to avoid flying over apartments in southwest.
5H2	Runway 19 is displaced 650' for a landing obstruction with a noise reduction effect.
6C	Apartments are 1/2 mile southwest with residential areas scattered in all other areas.
6E 6G	Churches and parks are scattered in all neighboring areas.

Merced Municipal	Merced, CA	AWE	MCE
Part/Subset(s)	Comment	s	
5J	Traffic pattern is kept west to	avoid eastern	city.
6A	Schools are 1 1/2 miles southe	ast and 3 miles	north.
6C	Residential areas are 1/2 mile east to southeast.	e northwest thre	ough
6E	Churches are scattered through	chout residentia	l areas.
6H	A motel is 1 mile northeast.		

Modesto City-County/	
Sham Field	

Modesto, CA

AWE

MOD

Part/Subset(s)	Comments
2B1	County zoning is based on compatible land use for undeveloped areas near airport.
3D	Airport is interested in having a preANCLUC environs study done.
4B1G 4B2A	A voluntary curfew restricts jets from midnight to 6 a.m.
5C1	Runways 28 and 10 are preferential for landings and departures, respectively.
5C3	Jets and other large air carrier aircraft are instructed to maintain runway heading until reaching 1,500' when departing Runways 28 and 10.
6A	Schools are $2 l/2$ miles northeast and $3 l/2$ miles southwest, with several in the area $2 l/4$ miles northwest.
6B	A hospital is $21/2$ miles northwest.
6C	Residential areas are 2 miles northeast and northwest, and 3 miles southwest.
6E	Churches are scattered in the areas 2 miles and farther, northeast, northwest, and southwest of the airport.
6G	Recreation facilities are located in all areas except southeast.
6H	Motels are 1 mile northwest and beyond.

Part/Subset(s)	Comments
2 A	Airport District Commission has airport noise abatement and land-use recommendations, but no enforcement power.
2D7	It has been proposed that Runway 10R-28L be extended 1,000' east.
3A	Monterey Noise Abatement Commission and other groups are active.
3C	ANCLUC study has been proposed.
4B1E 4B2A	Jet operations are restricted from 11 p.m. to 7 a.m.
5C1	Runways 28 and 10 are preferential for departures and landings, respectively.
5C3	Departures from Runway 28 maintain runway heading to middle marker and turn right to 330°.
5F 5G	Aircraft are requested to utilize both takeoff and reverse thrust reduction.
511	Touch and go operations alternate right and left traffic patterns.
6A 6B 6C 6E 6F 6G 6H	Noise-sensitive facilities of these types surround airport boundary and beyond.

Montgomery Field	San Diego, CA	AWE	MYF
Part/Subset(s)	Comments		
3A	Montgomery Informal Noise active in area.	e Abatement Con	nmittee is
5C3	Jets and other large air can heading to 1400'.	rrier aircraft m	aintain runway
5I	Jet aircraft training is pro	hibited.	
5J	Traffic pattern altitude rais	sed from 1200' to	1500'.
6A	Schools are 1 mile southwe beyond and 2 miles southea		northeast and
6B	Hospitals are $1 \frac{1}{2}$ miles sbeyond.	southwest and so	outheast and
6C	Residential areas, churche	es and recreation	facilities
6E	extend from 1 mile southwe	est, 1 1/2 miles:	northeast and
6G	2 miles southeast.		
6Н	Motels are 3/4 mile souther	ast and southwes	t and beyond.

Yuba County Airport	Marysville, CA	AWE	MYV

Part/Subset(s)	Comments
5H2	Runway 23 is displaced 500' for landing.
5J	An informal procedure restricts Runway 5 departures.
6A	Schools are 1 mile northwest, north, and northeast and 11/2 miles southeast, south, and southwest.
6C	Residential areas extend east from airport boundary and are located 1 to 1 1/2 miles away in all other directions, except west.
6E	Churches and recreational facilities are scattered
6G	throughout residential areas.

Part/Subset(s)	Comments
2A 2B1 2B2E	Port Authority establishes procedures and restrictions. Area northwest is zoned for airport vicinity. Buildings for noise—sensitive uses northwest of airport must be soundproofed.
2D1 A	Noise easements have been proposed for northwest areas based on litigation.
2D2	Punitive actions may be taken against noncompliant aircraft operators.
2D8	Monitoring system is present.
3A	Bay Farm Island Homeowners' Association is active.
4A0 4A6 4A9 4D1 4D2	These aircraft are prohibited departures from Runways 9L-27R and landings on Runways 15-33. Military aircraft are restricted from Runways 27L and 27R. All jet aircraft, 12,500 pounds and over, and all 4-engine reciprocating aircraft are prohibited from takeoffs on Runway 27R, 27L and landings on 9L, 9R except in an emergency. Engine runup is restricted to the central and far northwest areas, and to daylight hours only.
5C1 5C2 5C3	Runway 29 is preferential for air carriers. Arrivals from the west, cross freeway 7 miles east at 3000' altitude and use a right base leg to Runway 29. Between 10 p. m. and 6 a. m., departures off Runway 29 make a left turn to 270°, then turn right to 342° (for large aircraft).
6A 6B 6C 6E 6F 6G 6H	These noise sensitive areas are located primarily in the east and west quadrants of the airport. North of the airport is industrial, south is water.
7 F	175 noise complaints in 1977.

Ontario	International	

AWE

ONT

Part/Subset(s)	Comments
2A	Cities of Montclair and Fontana have approved resolutions opposing further airport expansion. City of Ontario noise abatement procedures include eastern landings and departures from 10 p.m. to 7 a.m. over agricultural areas and prohibition of jet training and turns over airport.
2B1	City zoning discourages incompatible land use to the east and reviews construction applications.
3A	Ontario Homeowners' Association has filed litigation on noise, and other area committees are active.
3C	State study is under way.
4B1E	Jets and large aircraft are restricted from Runway 3-21 from 11 p.m. to 7 a.m.
4D6	Turbojet runup is prohibited.
5C1	Runway 25 is preferential for departures and Runway 7 for landings.
5C2 }	From 10 p. m. to 7 a. m., departures are to east and arrivals are from east. Turbojet departures must maintain runway heading to airport boundary.
5I1 5I2	No turbojet training is permitted.
6A 6B 6C 6E 6G 6H	Noise-sensitive facilities of these types are found west and south of the airport, with sparse development in the north.

Ontario, CA

Oxnard	Field
O'MELL U	ricia

Oxnard, CA

AWE

OXR

Part/Subset(s)

Comments

6A 6B 6C 6E 6G A hospital is 1 mile northeast, with all other types of noise-sensitive facilities extending from 1/2 to 5 miles from airport on the northwest through west and south to southeast sides.

Phoenix Field	Fair Oaks, CA	AWE	<u>O11</u>
Part/Subset(s)	Comments		
2D	This privately owned airp and subdivided for homes rising land value.	ort will probably l in the next year o	be discontinued r two due to
6A 6B 6C 6E 6E	These facilities surround on all sides.	airport boundary	and beyond

Palo Alto-Santa Clara County Airport Palo Alto, CA AWE PAO

Part/Subset(s)	Comments
5C2	Arrivals from west and southwest keep above 1500' until crossing freeway. Runway 30 traffic making left pattern maintain 1000' until final approach.
5C3	Departures from Runway 30 go to 400' AGL and make climbing 45° right turn to bridge.
6A 6B 6C 6E 6G 6H	The facilities extend southwest from the airport boundary.

Part/Subset(s)	Comments
2A	Aircraft are not permitted to emit more than 90 dB noise above city of Tempe, on the southeast.
2D0A	Acquisition of 850 acres for noise buffering on west side is underway.
2D6	An elevated freeway on west end of airport serves as a local noise barrier to some extent.
3 A	Citizens from Tempe and Phoenix have joined in the Committee Against Aircraft Noise.
5C1	Runways 26L and 26R are preferential for both landings and departures.
5C2	Base legs must be executed 5 miles from airport and large aircraft must maintain 3,000' until final approach.
5C3	Departures must maintain runway heading until 5 miles from airport westbound or 4 miles eastbound.
51	Prior approval by City is required for jet aircraft training.
6A 6B 6C 6E 6F 6G 6H	Noise-sensitive facilities for these types are scattered throughout all neighboring areas.

Brackett Field	La Verne, CA	AWE	POC
Part/Subset(s)	Comments		
3A	A group from the northeast	has no name.	
5C3	Departures from Runway 26 maintain runway heading to 3000' or freeway 2 1/2 miles west.		
5J	Traffic pattern altitude is 2000' in southeast.		
6A	A school is $1/2$ miles northwest, with others scattered to the northwest, southeast and northeast.		
6B	A hospital is 2 miles southeast.		
6C	Residential areas are 1 mile northwest and southeast and 2 miles northeast.		
6E	Churches are scattered throughout residential areas.		
6F	A fairground and park is on the northwest, north, east,		
6G	and southeast boundary.		
6Н	Motels is 2 miles southeast	, and northeast.	

Part/Subset(s)	Comments
2A 2B1	City prescribes noise restrictions and procedures. City has land-use zoning for undeveloped areas near airport.
2D0A	Acquisition is in process for land-use compatibility.
3F	City prescribes EIR and full noise impact evaluation for any proposed runway extensions.
4B1B 4B2A	City prohibits commercial jets from 10 p.m. to 7 a.m.
4E3	Commercial operations are restricted to 32 per day.
5C1 5C3	Runway 12 is preferential. Departures from Runway 30 turn right to 360° and gain 4,500' altitude, departures from Runway 12 turn left to 090° and proceed to 4,500' before turning to desired course.
6A 6B	Noise-sensitive facilities of these types are scattered in all surrounding areas from boundary and beyond.

Palm Springs, CA

AWE

PSP

Palm Springs Municipal

Falcon Field	Mesa, AZ	AWE	<u>P16</u>
Part/Subset(s)	Comments		
6A 6B 6C 6E 6G 6H	These facilities extend fro beyond on all sides.	om airport bounda	ry and

Comments
Runway 16 may not be used for southerly takeoffs or landings.
Schools are 1/4 mile southeast and beyond.
Residential areas extend southeast from airport boundary, with development increasing in the southwest and northeast.
Churches and recreational facilities are scattered throughout residential areas.

Riverside, CA

AWE

RAL

Riverside Municipal

Redding Municipal	Redding, CA	<u>AWE</u>	RDD
Part/Subset(s)	Comments		
2B1	Undeveloped areas around airporcompatible land use.	rt are zoned	for
5C2	Aircraft over 12,500 lbs. approximaintain 1,000' AGL.	iching Runwa	ıy 34
6A 6C 6E 6G	Residential areas, churches, an are 3/4 mile southeast and 1 mil		al facilities

Reid-Hillview Field	San Jose, CA	AWE	RHV
Part/Subset(s)	Comments		
2A	City general plan includes airport	noise elem	ent.
3A	A local noise committee is more of San Jose Municipal Airport.	oncerned a	bout nearby
4 A9	Jets not in compliance with FAR-	36 are proh	ibited.
4C	Pure jets and surplus military jets with FAR-36 are prohibited.		
4D2	Engine runup is restricted from 11	p. m. to 7	a. m.
5C1	Runway 13 is preferential during of	alm wind o	condition.
5C3	Departures maintain runway heading awold turns below 500' and non-ess departures.	ng to 2000'	altitude and
511	Touch and go operations are restri	cted from	9 p. m. to
512	7 a. m.		
5J	Traffic pattern has been raised to emergencies are permitted in airp		
6A 6B 6C 6E 6G	These facilities are scattered throareas, from the boundary on the no southwest and beyond 1 1/2 miles s	orthwest, n	
	Large shopping center is on airpor residential areas beyond it.	t south bou	ndary, with

Reno International	Reno, NV	AWE	RNO
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Part/Subset(s)	Comments
2B1	Construction applications are reviewed for land-use compatibility in airport vicinity.
2C5	City may include acoustical requirements in construction permits in airport vicinity.
2D0A	Airport has acquired 187 acres primarily in the south and southwest.
2D1A	Noise easements have been purchased in the south, southwest and east.
2D5	Air National Guard uses hush-sheds and test cells for engine runup.
3A	ACORN noise committee is active here.
3C	ANCLUC study is under way which proposes many pro- cedures and restrictions.
4D1	Air National Guard engine runup is restricted to center of field.
5C1	Runways 16 and 34 are preferential for both departures and arrivals.
5C3	Departures from Runway 16 maintain runway heading to 9,000' altitude or 2 1/2 miles distance, over desert, and make left turn only.
6A 6B 6C 6E 6G 6H	Noise-sensitive facilities of these types surround airport and are at boundary on northwest and southwest and 2 1/2 to 4 miles distant on northeast and southeast.

Part/Subset(s)	Comments
2A	The city provides various procedures and restrictions for airport noise abatement.
2D1A	Noise easements have been obtained in the northeast and southwest.
3A	Groups have organized in the northeast and southwest.
3C	An environs plan study is underway.
4A9	Aircraft weighing over 36,000 lbs. are prohibited.
4E	City has proposed the limitation of annual commercial operations for noise abatement.
5C1	Jets must use Runway 2-20 unless safety factors intercede.
5C3	No departing aircraft may turn until above 600'.
511	Touch and go flights and intersection takeoffs are
512	prohibited from 10 p.m. to 7 a.m., and are deemed
513	not desirable on weekends and holidays. Helicopter touch and go flights and practice approaches to Runway 2-20 are discouraged.
5J	Departures and landings of aircraft in formation are prohibited. County restrictions provide that the traffic pattern altitude of small aircraft be 1,000' and of jets be 1,500' and that twin-engine and constant-speed-propeller aircraft make no intersection departures.
6A 6B 6C 6E 6G	A hospital is 3 miles northeast and all other types of noise-sensitive facilities are scattered throughout all surrounding areas.

Part/Subset(s)	Comments
2A 2B2	City Council has adopted airport noise restrictions. All new buildings in approach paths must be sound- proofed.
2D6	Blast fences are located in east and south central areas.
3A	The Loma Portal Homeowners' Association, Ocean Beach Committee and Mission Beach Committee are among local noise groups.
3F	City studies have included land use and noise considera- tions in general planning.
4B1G	Airport is closed to all take-offs from midnight to 6 a.m. except for emergency, and to landings by non-FAR-36 aircraft.
4B2C	FAR-36 aircraft are permitted to land.
4C	NonFar-36 restriction is from midnight to 6 a.m.
${}^{4\mathrm{D1}}_{4\mathrm{D2}}\}$	Jet engine runup from midnight to 6 a.m. is restricted to north taxiway runup area or inside test cell.
5A1	A 3.5° glide slope is proposed for Runway 27.
5C1 5C3	Runway 27 is preferential. Ninety-day experimental preferential departure track now in progress specifies departure on Runway 27 and a 295 ^o heading over water and areas of low population density.
5H2 5J	Runway 27 has been displaced 1,800' east for landings. All pilots are reminded to use good noise abatement practices by airport manual.
6A 6B 6C 6D 6E 6F 6G 6H	Noise-sensitive facilities of all types surround airport except to the south.

Santa Barbara Municipal	Santa	Barbara	Munici	pal
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Santa Barbara, CA

AWE

SBA

Part/Subset(s)	Comments
2A	City regulations imposing maximum noise levels in dB for aviation are not enforced.
3A	One active group is from University of California to the southwest, another is in the east.
5C2 5C3	Base leg is to be kept inside noise-sensitive area. Departures toward University of California must turn right or left. Operations southeast of airport must stay above 2,000' altitude. Large aircraft departing south must turn to avoid noise-sensitive areas.
6A 6B 6C 6E 6F 6G	Noise-sensitive facilities of these types are located in all surrounding areas except to the southeast.

Part/Subset(s)	Comments
3C	A current PGP project concerning land-use compatibility around the airport is underway.
5C3	Twin-engined and larger aircraft departing Runway 29 maintain runway heading until reaching 2,000' altitude to avoid hospital to the west.
5I1 5I2	Touch and go, low approaches and practice flights are restricted from 11 p.m. to 6 a.m.
6A	Schools are 1 mile northwest and beyond.
6B	A hospital is 3 miles west-southwest.
6C	Residential areas are 1 mile northwest and beyond and 5 miles south.
6E	Churches are 1 mile northwest and beyond and 5 miles south.
6G	Recreation areas are scattered to the northwest.

Part/Subset(s)	Comments
5C1	Runways 8R and 26L are preferential.
6A 6C 6E 6G	These facilities are 4 miles northwest and beyond.

San Diego, CA

AWE

SDM

Brown Field Municipal

Gillespie Field	San Diego, CA	AWE SEE
Part/Subset(s)	Commen	ts
4B1E	North-South Runway 17-35 i 7 a.m. for safety when contro noise-abatement effect.	
5C2	Arrival traffic pattern of Run to avoid populated areas.	way 27L has been changed
5C3	Departures maintain runway l 1,000' MSL.	neading until attaining
5H2	Runway 27R is displaced 1,3	00'.
6A 6C 6E 6G	Noise-sensitive facilities of t from airport boundary and ar southeast.	

Part/Subset(s)	Comments
2A	City aviation noise control statute 78-013l includes full implementation of FAR-36 by 1985, fleet mix inventory review for FAR-36 compliance and restriction of night time engine runup maintenance.
2B1	City zoning in airport vicinity is based on noise compatibility.
2D2	City and County of San Francisco provide for revocation or suspension of airport permits of air carriers not in compliance with noise procedures.
2D8	City monitoring system is at airport.
3A	The San Francisco Noise Abatement Center consists of the FAA, airport tenants and the public. The North County Noise Abatement Task Force, made up of western residents, is one of several citizens' groups in the area.
3C	An ANCLUC study, now underway, is expected to result in a number of new restrictions.
4C	Landings of nonFAR-36 aircraft will be prohibited after 1985.
4D2	No nighttime engine runup maintenance unless necessary for early departure and with prior management permission.
4D4	Aircraft are not permitted to use more than minimum taxi thrust prior to take-off power point.
5C1	Runways 1 and 10, respectively, are preferential for departures, with Runways 28 and 19 the first and second preference for landings.
5C2	Between 10 p. m. and 7 a. m., Runway 28R shall be used as much as possible with the Visual Bridge Approach to provide noise relief to communities along the peninsula shoreline.
5C3	Shoreline departure from Runway 28 used to reduce noise impact on communities immediately west and northwest. Quiet departure from 10 p.m. to 7 a.m. on Runways 01 and 28 reduces noise impact on east bay communities.
5H1	Runway 1R has been displaced 600', based on exhaust flow, with a positive noise effect.

San Francisco International (Continued)

Part/Subset(s)	Comments
6A 6B	All types of noise-sensitive facilities are located in all areas surrounding airport. Sensitivity is highest on
6C 6D	the south and west, with other residential areas and facilities north and Foster City 5 miles east.
6E 6F	nominated last an alia region city o march calcul
6G 6H	

San Fernando Mun	nicipal	San Fernando, CA	AWE	SFR
Part/Subset(s)		Comments		
511	Touch	and go operations not per	mitted.	
6A 6B 6C 6E 6F 6G 6H	These facilities extend from airport boundary and beyond on all sides.		ury and	

Part/Subset(s)	Comments
2B1	Noise-impact considerations determine airport vicinity zoning.
2D0A	Airport has acquired 117 acres on the southeast for approach protection and noise buffering.
2D1A	Noise easements have been obtained for some areas northwest of airport.
2D7	Extension of Runway 30L by 700' and Runway 12R by 1,000' with a displacement has been proposed.
2D8	Monitoring systems are at the airport.
3A	Airport Planning and Advisory Committee (APAC) and Save Our Valley Action Committee are active here.
3C	Environs plan, in process, may result in new restrictions and procedures.
4B1G 4B2C	A voluntary restriction on jet operations from midnight to 6 a. m. is waived for Cessna Citation aircraft.
4D1 4D2	Full power engine runup is discouraged from midnight to 6 a.m., and then only in central northeast area.
5C1	From 11 p. m. to 6 a. m., conditions permitting, Runways 12 and 30 are preferential for landing and departures, respectively.
5C2	Arriving aircraft are kept high to the north and routed west before approach to avoid population.
5C3 5G	Departures maintain runway heading to 2,000' altitude. Pilots are requested to use minimum reverse thrust, at their discretion.
5H2	Runway 30L has been displaced 1,475' for obstructions, with a noise-abatement effect.
5I1 5I2	No large aircraft touch and go operations from midnight to 6 a.m.
5J	No intersection take-offs are permitted at night.
6A 6B	Noise-sensitive facilities of these types surround airport boundary and beyond, with the southwest most noise
6C 6E	sensitive and the northeast least.
6G 6H	

Sacramento	Metropolitan	
Daci miicilo	MICCI OPOLICIAL	

Sacramento, CA

AWE

SMF

Part/Subset(s)	Comments
2D0A	Airport has acquired 2,000 acres on the north, east and south for noise buffering approach protection and airport development.
2D1	Homes acquired on the southwest and west are being resold with noise easements.
3A	A thirty-five member homeowners' committee to the southwest has been active in opposing aircraft noise.
5C1	Runway 16 is preferential for both arrivals and departures.
5C3	Jets and other large air carrier aircraft departing from Runway 16 are to turn to heading 1200 until sufficient altitude has been reached for a turn to be made without adversely subjecting the citizens below to noise exposure.
51	Air carrier training flights departing Runway 16 make a right turn to avoid population 3 miles southwest.
6A 6C 6E 6G	All noise-sensitive areas are 3 miles southwest.

Part/Subset(s)	Comments
2A	City regulations prohibit jet operations, aircraft over 100 dB SENEL and helicopter training. Departures and engine runup are prohibited by City from 11 p. m. to 7 a. m. on weekday and from 11 p. m. to 8 a. m. on weekends, and touch and go training is prohibited on Saturdays, Sundays, and holidays.
2D2	Aircraft not in noise compliance are subject to penalty, which is enforced.
3A	Santa Monica Homeowners' Association and other groups are active in noise-abatement concerns.
3D	Interest in ANCLUC study has been expressed by airport manager.
4A0 }	Pure jet operations are prohibited, and helicopter
4A8 J	operations are discouraged.
4B1D \ 4B2A \	Departures are not permitted except in emergency from 11 p. m. to 7 a. m. weekdays and from 11 p. m. to 8 a. m. on Saturdays, Sundays, and holidays.
4D2	Runup is prohibited from 11 p. m. to 7 a. m. weekdays and from 11 p. m. to 8 a. m. on Saturdays, Sundays, and holidays.
5C3 5E	Departures are to maintain runway heading to 3,000'. Aircraft are to climb at maximum rate achievable without exceeding 100 SENEL.
511	Flight training operations are prohibited on Saturdays,
512	Sundays, and holidays, and from 11 p. m. to 7 a. m. on
513	weekdays.
5J	Helicopter flight training is prohibited. Traffic pattern altitude is 1,200' for single-engine aircraft and 1,700' for twin-engine aircraft.
6A]	Noise-sensitive facilities of these types are located
6C 6E	in all neighboring areas.
6G)	

Part/Subset(s)	Comments
2A	The City Councils of Newport Beach, Costa Mesa, Laguna Beach, Santa Ana and Irvine have adopted resolutions opposing any further expansion of commercial jet service. Orange County Board of Supervisors, in resolutions 70-96, 71-1415, and 74-537, have adopted noise constraints summarized below:
	Night jet operations are not permitted between the hours of 11:00 p.m. and 7:00 a.m.
	New route applications for inter-state service from SNA are prohibited.
	No facility improvements will be approved, except those necessary to maintain the present level of service.
	No commercial or private aircraft with a gross weight in excess of 95,000 lbs. shall be permitted to use the airport.
	No terminal leases to new air carriers shall be granted.
	The airport should meet the State of California Noise Standard required for the year 1985.
2D7	The extension of Runway 19R by 700' has been proposed.
2D8	First noise monitoring system in U. S. operates at the airport.
3A	Residents have formed noise committees in all neighboring areas. County Noise Abatement Committee includes representation by FAA, airport management, airport users, citizens and others.
4 A9	Aircraft weighing more than 95,000 lbs. are prohibited.
4B1E 4B2A	Jet operations are prohibited from 11 p.m. to 7 a.m.
4D2	Jet runup maintenance is prohibited from 11 p. m. to 7 a. m.
4E1	Number of passengers served annually is limited to 2.1 million.

Orange County Airport (Continued)

Part/Subset(s)	Comments
5C1	Runways 19R and 19L are preferential.
5C2	Landings and departures are to the south and de-
5C3	parting jets maintain runway heading to DME and turn to 1750.
5 F	County and Port Authority recommend takeoff power settings.
5H2	A 700' displacement of Runway 19R has been proposed.
511	No touch and go or flight training is permitted from
512	10:45 p. m. to 6:15 a. m.
6A)	Noise-sensitive facilities of these types surround airport
6B	boundary and beyond.
6C	
6E)	
6F	
6G	
6Н	

Part/Subset(s)	Comments
2A	City prescribes manager approval for aircraft over 12,5000 lbs. and imposes turbojet curfew from 10 p. m.
2B1	to 7 a. m. Zoning restricts development in flood control area on the south. Other adjacent undeveloped land will be
2D6	zoned for compatible land uses. A fence, trees and bushes extend around airport boundary. An 8-foot block wall has been erected at the north end of the runway.
3A	The southeastern and southwestern Van Nuys Home- owners' Association and the northern Granada Hills Association are among several noise committees active in the area.
4A6	Aircraft over 12,500 lbs. must have manager's approval to operate.
4B1B 4B2A	Jets are prohibited from 10 p.m. to 7 a.m.
4D1	Air National Guard uses inner ramp area for engine runup.
4D2	Engine runup is prohibited from 10 p.m. to 7 a.m.
5A1 5C1	The glide slope angle has been raised to 3.90.
5C3	Runway 16 is preferential for both landings and takeoffs. Departures from Runway 34 maintain runway heading to 1,800' altitude and from Runway 16 climb south until over flood basin before turning.
5H2	Runways 16R and 16L are displaced 1,400' for avoidance of obstructions, with a noise-abatement effect.
5I1 5I2	No training operations are permitted from 10 p. m. to 7 a. m. in the summer or from 9 p. m. to 7 a. m. in the winter.
6A 6B 6C 6E 6F 6G 6H	Noise-sensitive areas surround airport boundary except for a narrow corridor of nonsensitive land use to the south-southeast.

Salinas Municipal	Salinas, CA	AWE	SNS
Part/Subset(s)	Comments	Include	
5C1	Runway 13 is preferential for e	early morning	departures.
5C2	Traffic patterns for each runway are set to avoid noise- sensitive areas.		
5C3	Departures from Runway 26 m when reaching freeway 2 miles until away from noise-sensitive	distant, and c	
5J	Intersection takeoffs are prohib		ay 31.

These facilities are scattered throughout the northwest area from $1\,1/2$ miles distance and beyond, with a hospital $2\,1/2$ miles west.

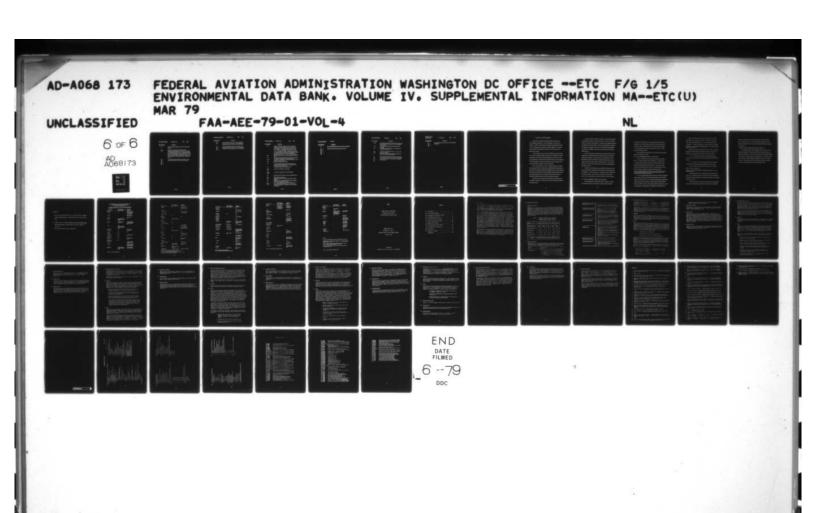
Motels are 1/2 mile west and beyond.

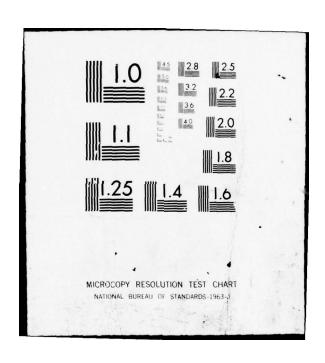
6A

6B

6C 6E 6G

6H





San Carlos Municipal	San Carlos, CA	AWE	\underline{SQL}
Part/Subset(s)	Comments		
3A	Foster City noise complaint competitions.	mittee has	presented
5C1 5C3	Runway 12 is preferred when winds are calm. Departures from Runway 12 climb to 500° , turn right 45° , and then proceed on course. Northeast departures from Runway 30 continue $3/4$ mile, make 60° right turn and fly to shoreline before proceeding on course. Westbound Runway 30 departures make a 45° left turn at $3/4$ mile and continue to gain altitude before proceeding on course.		
6A 6B 6C 6E 6G 6H	The facilities are located 3/4 missouthwest and beyond, and 2 and		

Sonoma	County	Airport	
DOINTIE	Country	THE POLE	

Santa Rosa, CA

AWE

STS

Part/Subset(s)	Comments	
5C1	Jets and large air carrier aircraft use Runway 19.	
5C2	Heavy aircraft such as tankers on final approach to Runway 19 make turn to avoid a home on the north.	
6A }	These facilities extend from airport boundary and	
6C (beyond on northwest, northeast, and east-southeast,	
6E (with others 1 mile and beyond on the south-southeast.	
6G		

Torrance Municipal	Torrance, CA	AWE TOA	
Part/Subset(s)	Comments		
2A	Airport restrictions imposed by the city include the following: Turbojet or fanjet aircraft over 40,000 lbs are prohibited. Touch and go approaches by aircraft over 4,000 lbs are prohibited, and are restricted from 8 p. m. to 8 a. m. on weekdays and from 5 p. m. to 10 a. m. on weekends and holidays. Simulated emergencies, low approaches and turns below 500' are prohibited, along with aircraft producing more than 65 dB SENEL and departures from 11 p. m. to 6:30 a. m. unless waivered.		
2B1		for compatible use construction	
2D1		sement is required for approval in neighboring areas.	
2D2		with noise standards are threat-	
2D8	Installation is underway at	airport.	
3A 3C	Torrance Municipal Noise Citizen's Advisory Commit of most active of several g An ANCLUC study is due to	ttee on Airport Noise are two roups.	
4 A0 4 A9	Aircraft over 20,000 lb are	e restricted.	
4BE 4B2A	A waiver may be granted for	or necessary flights.	
4E	Airport may serve as base	to no more than 850 aircraft.	
5C1 5C2	Runway 29R is preferentia Arrivals remain above 150 approach.	d. O' until 3 miles out on final	
5C3		9B maintain runway heading thoreline.	
5I1 5I2 5I3	Touch and go operations ar 8 a.m. on weekdays and from	re restricted from 8 p.m. to	

Torrance Municipal

(continued)

Part/Subset(s)	Comments
5J	Recommended departure power settings are specified.
6A 6B 6C 6E 6F	Facilities of these types surround the airport.
AH /	

Tucson	International
Tuchon	III CI III CI CI

Tueson, AZ

AWE

TUS

Part/Subset(s)	Comments
2D0A	One hundred six parcels of land totaling 36 acres have been acquired on the northwest in a 3-year program just completed.
2D5	Air National Guard uses hush-shed and test cell equipment.
2D7	Proposed new 12,000' Runway 11/29 would route air traffic away from city.
512 513	Training is restricted from 10 p.m. to 7 a.m. and until noon on Sunday.
5J	Unavoidable night training flights must depart from Runway 11 and land on Runway 29R.
6A	Noise-sensitive facilities of these types are located
6C	1/2 mile northwest and 3 miles north, with an isolated
6E	trailer part 2 miles east, and motels on the airport
6G	north boundary.
6H	

North Las Vegas Air Terminal	Las Vegas, NV	AWE	VGT
Part/Subset(s)	Comments		
6A 6C 6E 6G	These facilities are located $1/2$ and beyond.	mile north a	nd south

STATE/LOCAL STATUTE SUMMARY

The noise from arriving and departing aircraft creates annoyances to the neighboring communities. Also, aircraft engines are a source of air pollution. In addition, airports attract large numbers of automobiles and trucks, with their concomitant noise, emissions, and traffic congestion. Large tracks of land are needed to accommodate the runways, clear zones, navaids, and buffer areas of airports.

All of the states have the power to enact legislation to protect the health, safety, morals, and general welfare of their citizens. Consequently, each state has delegated to its local and county governments some level of power to enact land-use regulations. Since many states have been reluctant to involve themselves in land-use planning or to interfere with the actions of local governments, land-use control has been, traditionally, largely a local matter.

These circumstances have, however, changed dramatically as a number of state governments have re-evaluated their responsibilities concerning land-use problems and have introduced legislation establishing statewide land-use programs. Now, nearly all of the states have either introduced or passed some type of legislation concerning land-use control; it should be noted that many of these are currently in the formative stages or have not yet been fully developed. ¹

The problem of aircraft noise and how the State of California dealt with this problem is noteworthy. California is one of few states which has established aircraft noise limits.

The state's initial law contained two provisions: one provision established a maximum noise level for each single aircraft flyover (referred to as a single-event-noise level); the second provision was aimed at airport regulation rather than the regulation of each aircraft flight. This part of the California law is based on total daily aircraft operations. Referred to as the Community Noise Equivalent Level (CNEL), it establishes a noise limit for any given 24-hour period at each regulated airport.

Today, those airports in California that must comply with the state noise requirement have established airport noise-monitoring systems at selected on-and-off airport locations. ² A number of airports in California have, however, been unable to comply with the state-noise requirement--among them, the Los Angeles, Burbank, San Diego, Ontario, and San Jose airports. These airports, and others, have been issued a variance by the state and have been designated as noncompliant airports.

A summary of environmental aviation ordinances and regulations by state and local municipality is presented following discussions about local actions and use restrictions. At AEE-120's request, a working paper, entitled 'Identification of Constraints on Major Airline Airports in the Southern California Region,' July 20, 1978, is also enclosed at the end of this volume for further information.

2 A: LOCAL GOVERNMENT ACTIONS - Noise Regulations³

The promulgation of noise regulations by cities or counties as a method of alleviating the impact of aircraft noise on citizens located in the vicinity

of airports is relatively minimal. Out of 474 airports studied, only 65 have some type of city or county imposed restrictions. These restrictions are of basically two types: 1) maximum noise level restrictions and 2) developing various noise abatement procedures or restrictions for airports. Of these, the latter is the most prominent.

Of the 65 localities restricting noise, 23 are within the Western Region, primarily in the State of California.

2B: LOCAL GOVERNMENT ACTIONS - Land Use Control 3

Land-use regulation for noise impact control, particularly zoning, is by far the most preferred option of local governments. Approximately 124 manicipalities have some type of zoning or other land-use controls to help impede incompatible development around airports. Almost twice as many communities have opted for land-use control over implementing noise regulations or procedures in dealing with aviation related noise problems.

3B and 3C: NOISE CONTROL ACTIVITIES - Airport Noise Control and Land Use Compatibility Plan Completed - Airport Noise Control and Land Use Compatibility Plan Proposed or Underway 3

There are more than double the number of noise or land-use compatibility studies proposed or under way at airports than the number of similar studies completed at airports (70 versus 31, respectively), indicating the emerging awareness of this type of activity at airports. Types of studies included under this section are ANCLUC, AICUZ, and other special studies concerning noise or land-use compatibility, usually separate from individual master planning efforts.

Master plans completed for individual airports generally give some consideration to noise control and/or land-use compatibility. However, the extent to which these masterplans address—noise and/or land-use control vary greatly. Therefore, these studies are not included under this section.

4A and 4B: LOCAL AIR PORT USE RESTRICTIONS - Aircraft Type or Weight Restrictions - Curfew 3

Applying an aircraft type or weight restriction or a curfew at airports is generally not a desired means of alleviating aircraft noise. Reasons for the reluctance to impose these types of restrictions are primarily twofold:

- Time This type of restriction can create a financial hardship on airports, limiting the amount of income received from landing fees and fuel sales, and
- 2. Aircraft Affected These restrictions are often not feasible due to operational requirements and/or capacity problems at particular airports.

Again, these types of restrictions are most prevalent in the Western Region, primarily in California.

6A and $6C\colon$ SPECIAL NOISE SENSITIVE AREAS NEAR AIRPORT - Schools, Residential Areas 3

In identifying noise-sensitive or potentially noise-sensitive areas near airports, it was found that well over three-quarters of all airports studied could be classified as having noise-sensitive or potentially noise-sensitive areas located in the airport vicinity.

An interesting element of this section of the study is that a large number of airports are currently facing the problem of encroachment of noncompatible

land uses on areas around the airports that previously served as noise buffer zones. This indicates a need for better airport land-use planning, particularly around those airports that are not yet experiencing incompatible land-use problems in adjacent areas.

7. NUMBER OF NOISE COMPLAINTS RECEIVED ANNUALLY 3

In reviewing the number of noise complaints received at airports, it was found that the majority of all airports studied fell into the median range of complaints received annually. Those airports receiving less than 5 complaints annually were basically low volume, general aviation-type airports. Those airports receiving over 200 noise complaints annually were generally large hub, major airport facilities. This indicates a direct correlation between the number of operations at particular airports and the number of noise complaints received.

References:

- Natural Resources Defense Council, Inc., Elaine Moss, Editor. <u>Land Use</u>
 <u>Controls in the Unites States.</u> The Dial/James Wade, New York, New York.
 1977.
- Bragdon, Clifford R. The Status of Noise Control in the United States, State
 and Local Governments. Georgia Institute of Technology, Atlanta, Ga.

 April, 1978.
- 3. Environmental Data Bank, FAA Form 1050-5 (9-77).

UPDATED SUMMARY OF DATA AVAILABLE ON AVIATION-RELATED ENVIRONMENTAL ORDINANCES AND REGULATIONS ARRANGED BY STATE AND CITY

(Compiled from data collected by the FAA, 1975-77, and additional replies received through August 1978. Only those cities and states that responded are listed.)

STATE/LOCAL	NOISE CONTROL (Laws, Ordinances)	LAND-USE CONTROLS
ALABAMA	No.	Municipality responsible for adopting zoning regulations.
Huntsville		Height restrictions. Land-Use Plan.
Madison		Land-Use Plan.
ALASKA	FAA informal noise abatement procedures (1970)	Yes.
ARIZONA	Quiet Communities and ECHO*	Airport zoning law (revising). Land-Use and Transportation Plan.
Tempe	Yes. Emission controlled by State and Maricopa County.	
CALIFORNIA	Yes.	Airport Land Use Commission.
Hayward	Yes.	Yes.
Inglewood	Yes.	
Long Beach	Yes.	Compatible land use.
Santa Barbara	Yes.	Yes.
COLORADO	Yes.	Land acquisition in process.
CONNECTICUT	No.	
Newburyport		Revision of zoning ordinance in process.
Plainville		Approach zone classi- fication - landscape and height restriction
DELAWARE	No State noise laws. Handled by individual county.	County Planning and Zoning Commission.

^{*} ECHO - Each Community Helps Others

STATE/LCCAL	NOISE CONTROL (Laws, Ordinances)	LAND-USE CONTROLS
FLORIDA	No.	Height hazard regu- lations. No land-use controls.
Gainesville		Yes.
Escambia County		Revision of land-use controls in process.
City of Pamp ano Beach	Yes.	
GEORGIA		Yes.
College Park	Yes. Emission control also.	
HAWAII		
Pearl Harbor	Yes.	
General Lyman Field	Yes.	
IDAHO		Yes. Two studies with FAA funding.
ILLINOIS	No.	Airport authority and planning commission.
Des Plaines	Yes. Emission control also.	Yes.
INDIANA		Yes. **
Evansville		Updating in process.
Henderson		Airport Master Plan.
IOWA	No.	Yes.
Cedar Rapids	No.	Land acquisition program.
LOUISIANA		
Layfayette Regional		Land Use Plan.
MAINE	Revision of Maine statutes in process.	By individual muni- cipality.
MARYLAND	Yes. Airport Noise Control Program	Yes
MASS ACHUSETTS	Abatement action plan.	MANSAG* and RI-SWPP*

^{*} MANSAG - Massachusetts Airport Noise Study Advisory Group

* R1-SWPP - Rhose Island Statewide Planning Program

** State of Indiana controls use of land around airports (one mile from airport boundary and 1500 feet from runway centerlines).

STATE/LOCAL	NOISE CONTROL (Laws, Ordinances)	LAND-USE CONTROLS
MICHIGAN		Yes.
Battle Creek		Deed restrictions.
Dearborn		Airport study under way.
MINNESOTA	Yes.	Yes.
Rochester		Yes.
MISSISSI PPI		Joint Zoning Board.
MONTANA		Yes.
NEBR ASKA		Local.
Lincoln	Noise survey by health dept.	Height restrictions. Easements by airport authority.
NEW HAMPSHIRE	Master Plan.	Local. Master Plan.
NEW JERSEY	No formal laws.	
Morristown	Curfew listed.	
NEW MEXICO	No state statutes.	Municipal and county, surface zoning; Dept. of Aviation and State Planning.
NEW YORK	1978 - no formal laws.	MPO * Master Plan.
Rochester		Airport Master Plan grant application.
ОНІО		Land-use allocation model for 1990 by EDATA. *
Cleveland		Study by FAA in process.
Toledo		Citizen, capability study. Toledo Comprehensive Plan.
OKLAHOMA		Yes.
Lawton	City-wide study.	Land-Use Plan to 1995.

^{*}MPO - Metropolitan Planning Organization *EDATA - Eastgate Development & Transportation Agency

STATE/LOCAL	NOISE CONTROL (Laws, Ordinances)	LAND-USE CONTROLS
OREGON	Columbia Region Association of Governments under- taking energy plan for noise control.	Most local. Columbia Region Association of Governments.
Eugene		Master Plan.
PENNSYLVANIA		
Altoona		Land-Use Plan.
Hanover Township		Comprehensive Plan
Johnstown		Land-Use Plan.
RHODE ISLAND		Local; 1990 Trans- portation Plan; State Land-Use Policies and Plans.
SOUTH CAROLINA		FAA.
SOUTH DAKOTA		
Sioux Falls	Voluntary restriction.	
TENNESSEE		
Alcoa		Yes.
Knoxville/Knox		Airport Environ-
County		mental Plan. Off-Airport Study.
Maryville		Yes.
TEXAS		
Austin		Updating compre- hensive plan (1961), Airport Master Plan
El Paso		Yes.
Harlingen		Two studies.
Lubbock		Comprehensive Plan.
Wichita Falls	AICUZ Study. *	* AICUZ; multi-modal transportation plan- ning.

^{*} AICUZ - Airport Installation Compatible Use Zone

STATE/LOCAL	NOISE CONTROL (Laws, Ordinances)	LAND-USE CONTROLS
VERMONT		
Burlington	"Good Neighbor" Policy	
VIRGINIA	State Dept. of Health investigates environ- mental problems; informal public noise control program.	Land-Use Council; House Bill 1304.
WASHING TON	No.	Hazards and obstructions.
Bellewe		Eastside Airport Master Plan and Site Selection Study.
Bremerton Everett		Draft report of recommended
Seattle Tacoma		Airport System Plan. AICUZ. *
Renton		Airport Master Plan (1970). Airport Layout Plan (1973).
WISCONSIN		Local.
Oshkosh Wittman Field		Master Plan (1970),

SOURCES:

Office of Environmental Quality, Federal Aviation Administration, (1975-1977).

Bragdon, Clifford R. 'Municipal Noise Ordinances - 1976," Sound and Vibration, December 1976, pp. 22-26.

Bragdon, Clifford R. 'Environmental Noise Control Programs in the United States,' Sound and Vibration, December 1977, pp. 12-16.

Replies from states and cities regarding the aircraft-related noise inquiries of Trans Systems Corporation.

^{*}AICU7 - Airport Installation Compatible Use Zone

DRAFT

IDENTIFICATION OF CONSTRAINTS

ON MAJOR AIRLINE AIRPORTS

IN THE SOUTHERN CALIFORNIA REGION

WORKING PAPER NO. 1

FAA GRANT 04 - TASK 1.3

REGIONAL AIRPORT SYSTEM PLANNING PROGRAM

JULY 20, 1978

Prepared by
Southern California Association of Governments

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1.0 Introduction

There are a total of six existing and one proposed major airline airport presently shown in the 1977 SCAG Regional Transportation Plan (RTP). ¹ The existing airports are Hollywood-Burtank, Long Beach Municipal, Los Angeles International, untario international, urange County, and Paim springs municipal. Palmdale International Airport is the new major airline airport proposed to serve the projected air passenger demand.

Due to the rapid growth in the number of airline passengers, most airline airports in the SCAG Region have experienced increased activity. This increase in operational activity has caused various types of problems, such as noise disturbance to local communities, ground accessibility problems, pressure on the utilization of airspace and runway capacity, and an increased contribution to the air quality problem in the region. As a result of these problems, local governing bodies and policy groups have imposed a number of constraints on the use and development of these airline airports in the hope that the problems could be mitigated. These constraints include limiting the further development and expansion of airports, reducing the total number of aircraft operations, and restricting the fleet mix. However, these constraints also act to reduce the capacity of the regional airport system. At some point, there can be a shortfall of airport capacity to accommodate the forecast air passenger demand. As presently stated in the SCAG 1977 Regional Transportation Plan, there is a possibility that "one out of three persons desiring a trip by air carrier in 1995 will not be able to board an airplane." 2

The purpose of this paper is to identify the sources and to understand the reasons for these restrictions and to judge their continued effect upon the future growth of air passenger service in this region, particularly as they may cause the consideration of additional major airline airports. This paper reviews the previous planning efforts of various agencies and provides an information source for other tasks in this work program.

2.0 Current Status Summary

2.1 Air Passenger Demand

The total number of air passenger trips in the region have increased more than two fold since 1965, and more than 40% since 1970 as shown in Table I. Los Angeles International Airport has been, and continues to be, the dominant air passenger service point in the region. Although its proportion of total air passenger traffic has declined from 93% in 1965 to 81% in 1977, it has absorbed 70% of all the passenger growth that occurred between 1970 and 1977. The constraints upon LAX and the other major airline airports acquire special significance when considered in the context of recent past and future growth.

Table I: Historical Statistic on Air Passenger Volumes at Major Airline Airports, Million Annual Passengers (MAP)

Year Airport	1965	1970	1972	1975	1977
Los Angeles Int'l. (% of Total PAX)	12.58 (93%)	20.8 (85%)	22.1 (84%)	23.7 (82%)	28.4 (81%)
Hollywood-Burbank	0.5	1.3	1.5	1.62	1.99
Orange County	0.04	0.9	1.1	1.58	2.16
Ontario Int'l.	0.19	0.9	1.0	1.29	1.68
Long Beach Muni.	0.13	0.2	0.4	0.43	0.49
Palm Springs Muni.	0.12	0.3	0.3	0.35	0.51
TOTAL	13.56	24.4	26.4	28.97	35.23

2.2 Constraint Summary

Outlined below is a summary of constraints placed upon air carrier airports in the SCAG region. The constraints listed are described in the balance of this report and are documented in an appendix under separate cover.

AIRPORT	CONSTRAINT
Hollywood-Burbank	o Aircraft operations will be maintained at the existing level (243,150 annual operations).
	 ο κestrictions on late flights and engine runups. ο το four-engine jet operations are permitted

Hollywood Burbank (cont.)	o Future utilization of commercial aircraft should meet current federal noise standards.
Los Angeles International	 o Airport is limited to 40 million annual passengers. o Noise abatement over-water approach required from midnight to 6:30 AM (curfew). o South runway required during curfew.
Long Beach Municipal	o Limited air carrier operations (6 flights/day-Monday through Thursday; 8 flights/day-Friday through Sunday.)
Ontario International	o All aircraft must arrive from the east and depart to the east between 10 PM and 7 AM. o Turbojet training flights are not permitted. o No turns permitted on departure until reaching the airport boundary.
Orange County	 o Aircraft operations will be maintained at the existing level (639,644 annual operations). o Discourage operations by commercial or private aircraft in excess of 95,000 pounds gross weight. o No terminal leases to new air carriers shall be granted. o Opposed to any applications for new interstate airline routes.
Palmdale International	o No restrictions at the present time.
Palm Springs Municipal	 Aircraft operations are limited to 32 commercial operations/day. No jet air carrier operations are permitted between 10 PM and 6 AM.

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3.0 Los Angeles International Airport (LAX)

Los Angeles International Airport (LAX) served more than 28 million annual passengers (MAP) during 1977, and in the same year was manked as the sixth busiest airport in the nation by the Federal Aviation Administration (FAA). The airport is located adjacent to the cities of El sugundo and Hawthorne to the south, Inglewood to the east and Los Angeles to the north.

Unconstrained, future development of LAX is difficult to implement due to various technical, political, economic and environmental considerations. Consequently, constraints to the development and operation of the airport were established to guide future planning. The most significant constraints are described below.

3.1 Land Use

LAX is located adjacent to high density residential areas to the north and east. Residential and industrial land uses predominate to the south of the airport while land to the west is open space. Land use around the airport will be studied to determine the most economically practical and politically feasible development of the airport.

3.2 Noise

Due to the incompatible land use around the airport, noise is the major and most frequently discussed issue. The noise affect from aircraft operations has become a major irritant to adjacent communities. This noise caused by aircraft approaching LAX exceeds the State of California Noise Standard and requires a variance from Section 5062 of the California Noise Standards. 4 The L.A. Department of Airports has made every effort to solve the existing noise problem, and has employed several strategies to mitigate noise disturbance to nearby residents. These include:

- o Restrictions on the fleet mix
- o Restrictions on time-of-day operations, and
- o Restrictions on the aircraft operation patterns.

The fleet mix restrictions apply to supersonic transports (SSTs). The L.A. Department of Airports Resolution No. 9022 banned all supersonic aircraft operations at LAX unless the sound levels meet those required in Federal Aviation Regulations, Part 36. 5 In addition to the fleet mix restriction, LAX also utilizes the preferential (south) runway and over water approach procedures between mid-night and 6:30 AM. 6

The City of Inglewood has also become involved in the noise problem at LAX. The following programs are proposed in the Noise Element of the Inglewood General Fran with regard to LAX.?

- o Inglewood shall actively advocate changes to aircraft operations that will reduce aircraft noise to a manageable level. Inglewood will also cooperate with other cities to develop a joint plan for LAX noise abatement.
- o Inglewood shall actually advocate a derai regulations for the control of aircraft noise. 4

o Inglewood shall take all legal means to recover noise damages from the airport for Inglewood residents.

3. Passenger Limitation

The development of LAX is limited by the Los Angeles City Council to serve 40 Million Annual Passengers. 8 This limitation is contained in the Westchester, Playa Del Rey District Plan.

3.4 Accessibility

Ground access to LAX has been a serious problem in recent years. In a recent ground access study, SCAG identified LAX as an airport which will face severe congestion along most external roadways for a sustained period of time. 9 This problem will serve as one of many restrictions to the further expansion and development of the airport until a solution is implemented. Double-decking of the internal roadway at LAX has been proposed in a recent ground access study commissioned by the L.A. Department of Airports. 10 However, the proposal is designed to accommodate only the 40 Million Annual Passenger limitation.

3.5 Runway Capacity

Based on the 1977 operation record of 482,587 annual operations, the runway capacity at LAX is not a constraint. The existing runway could handle up to an estimated 920,000 operations per year. 11

4.0 Hollywood-Burbank Airport

Hollywood-Burbank Airport (HBA) served more than 1.9 Million Annual Passengers (MAP) and 243,150 annual aircraft operations in 1977. HBA is located at the eastern edge of the San Fernando Valley within the City of Burbank and City of Los Angeles. The ownership of the airport was transferred to the Hollywood-Burbank Airport Joint Powers Authority from the Lockheed Corporation on June 29, 1978. The Joint Powers Authority members include the cities of Burbank, Glendale and Passagena.

As documented in the Hollywood-Burbank Airport Draft Environmental Impact Report, the HBA terminal area could serve 2.3 MAP if no restrictions are imposed on aircraft operations or airport development. ¹² However, due to adjacent residential and light industrial land uses, HBA is subject to the developmental constraints described below.

4.1 Land Use

All land adjacent to HBA is fully developed. As of December, 1975, Burbank City Council Resolution 17390 restricts airport development to its present property. 13

4.2 Noise

Pursuant to the California Noise Standards (Section 5050), the Los Angeles County Board of Supervisors determined that a noise problem existed at Hollywood-Burbank Airport. The airport operator was notified of the Board's findings in March, 1973, and was instructed to implement a noise monitoring program. The airport is currently operating under its second noise variance from the California Noise Standard (Appendix, Section A).

In response to the noise problem at HBA, the Burbank City Council adopted Resolution No. 17390 which details several noise constraints (Appendix, Section A). 16

- o A night curfew on all departures and arrivals of private and commercial jet carriers was imposed.
- o The consolidation of under-utilized, competing scheduled flights by air carriers operating from HBA was required.
- o Future utilization by commercial air carriers of aircraft which meet current federal noise standards will be required.
- o The retrofitting of existing commercial jet aircraft with sound absorbent materials so as to meet current noise standards is required.
- o The Resolution restricts air carriers to the present level of air operations unless additional operations will not increase existing noise exposure levels.
- o Air carriers must adhere to a noise abatement plan designed to reduce noise exposure levels. 6

d.3 Passenger Limitation

Burbank City Council Resolution No. 17390 restricts passenger volumes to the existing level (1.9 MAP) unless an increase is environmentally acceptable and will not increase existing noise exposure levels. (Appendix, Section A). 17

4.4 Accessibility

Ground access to HBA does not pose as a constraint to the further development of the airport. However, the capacity of public parking at the airport is limited to the existing airport parking lots. The maximum parking capacity is estimated to be 2.3 MAP (HBA Environmental Impact Report). 18

4.5 Runway Capacity

The Höllywood-Burbank Environmental Impact Report indicates that the airport runways could handle 236,000 annual operations. ¹⁹ However, the number of operations in 1977 exceeded the capacity by 7,150. Of the 243,150 operations recorded in 1977, 42,308 were conducted by air carrier aircraft, 198,411 by general aviation aircraft and 2,431 by military aircraft.

5.0 Long Beach Municipal Airport

Long Beach Municipal Airport (LGB) served almost one-half million passengers and 550,000 aircraft operations in 1977. In that same year, it was ranked as the fourth busiest airport in the nation by the Federal Aviation Administration (FAA). The airport is bordered by residential areas of the cities of Lakewood and Signal Hill.

As with most airports utilized by air carriers, LGB is constrained in a number of areas as described below.

5.1 Land Use

LGB is located adjacent to industrial and open space recreational areas to the north and residential areas to the south along approach and departure paths. Noise complaints from residents near the airport have led to land use constraints imposed by the Long Beach City Council. In March, 1977, the Council issued policy statements regarding LGB development (Appendix, Section B). 20 Policies related to land use are listed below.

- o It shall be the policy of the City Council to plan now for the complete development of all available airport properties.
- o It shall be the policy of the City Council to encourage the discontinuance of non-compatible military use of airport property at the earliest possible time.
- o It shall be the policy of the City Council to restrict development of airport properties with direct runway access to business activities providing aviation-related services and products.
- o It is the policy of the City Council that land designated for use by commercial airlines and related activities be adequate to sustain only that level of flight activity permissible under present restrictions to flight operations. Commercial operations are currently limited to six flights/day Monday through Thursday, and eight flights/day Friday through Sunday.

5.2 Noise

Many negative comments about aircraft noise at LGB were recorded during the 1972 and 1973 public hearings for the draft Southern California Regional Airport System Study. 21 Opposition to the expansion of LGB were related to aircraft noise caused by departing aircraft, engine run-ups, and test operations at the airport.

In response to noise complaints about LGB, the Long Beach City Council imposed restrictions on the number of air-carrier operations at the airport. The number of airline operations is restricted to six flights per day during weekdays, and eight flights per day on weekends and nolidays. This operational constraint restricts the number of passengers served at LGB and acts as a barrier to expansion of air carrier facilities at the airport.

5.3 Passenger Limitation

Based on the City Council policy regarding aircraft noise abatement, the maximum number of annual passengers will not exceed the present level of one-half million. 23

5.4 Accessibility

As a consequence of the limitation on air passengers served at LGB, ground access is not a problem at the airport. 24

5.5 Runway Capacity

The runway capacity at LGB is approximately 500,000 annual operations. LGB operations exceeded the estimated capacity by 50,000 operations in 1977. Of the 550,000 operations recorded in 1977, 22,000 were conducted by air carrier aircraft, 5,500 by military aircraft and 522,500 by general aviation aircraft. 25

6.0 Ontario International Airport

Ontario International Airport (ONT) served more than 1.6 million Annual Passengers (MAP) during 1977. It is considered to be the major airline airport to serve air passengers from the San Gabriel Valley area. Forecasts in the 1977 Regional Transportation Plan indicate that ONT will need to serve four to six MAP by 1985 and 14 to 20 MAP by 1995. 25 The capacity of ONT to handle additional passengers and air operations will be enhanced by the scheduled construction of a new runway which can accommodate wide-body aircraft. At present, the runway configuration at ONT cannot handle wide-body aircraft on a regular basis.

Ontario International Airport has fewer constraints than most air-carrier airports in the region, but it is restricted in some areas as described below.

6.1 Land Use

Land use constraints at Ontario International Airport have not been documented. Relevant information will be included in the final report.

6.2 Noise

Land use characteristics around Ontario International Airport provide both positive and negative aircraft noise affects. Open, agricultural land to the east of ONT allows unrestricted approaches and departures in that direction. Agricultural, light industrial and low density residential land uses located two miles to the north and south of ONT provide a noise buffer zone. However, a high density residential area immediately adjacent to ONT is located to the west in the City of Ontario, and is directly under the prevailing ONT departure path. Other residential housing units have been constructed over the past several years in the City of Chino, approximately two miles to the south of ONT. The latter two areas generated a number of noise complaints against ONT, as documented in the ONT Draft Environmental Impact Report. 27

In addition to the noise complaints mentioned above, other governmental jurisdictions have become involved in the noise problem at ONT. At present, Ontario International Airport is in violation of the State of California Noise Standards (Section 5062), and is operating under a variance granted by the State (Appendix, Section D). Furthermore, city councils in Montclair and Fontana have approved resolutions opposing any further expansion of ONT (Appendix, Section D).

In response to complaints by individuals and governmental jurisdictions, the following noise abatement procedures have been implemented at Ontario Airport. 30

- o Between 10:00 PM and 7:00 AM, all arrivals must approach from the east, and all departures must take-off to the east (over open agricultural land).
- o No turbojet training flights are permitted, and
- o No turns are permitted on departure until reaching the airport boundary. 10

6.3 Passenger Limitations

There are no passenger service limitations imposed on ONT at the present time. Runway improvements should actually increase the number of passengers served, as forecast in the 1977 Regional Transportation Plan.

6.4 Accessibility

Although there is a planned increase in the number of air passengers to be accommodated at ONT, the ground access facilities are estimated to be adequate. 31

6.5 Runway Capacity

The runway capacity at ONT is estimated to accommodate a maximum of 306,000 aircraft operations per year, assuming the new runway and no touch and go operations permitted. ^{32°} Of these operations, 30% would be conducted by commercial aircraft, 61% by general aviation aircraft, and 9% by military aircraft. The estimated maximum capacity of 306,000 air operations per year is well above the 1977 total of 162,530 actual annual air operations.

7.0 Orange County Airport

Orange County Airport (SNA) served 2.15 Million Annual Passangers (MAP) in 1977. It was ranked as the second busiest airport in the entire nation by the Federal Aviation Administration (FAA) in 1977, with a total of 627,199 annual air operations. SNA is located adjacent to residential areas in the cities of Costa Mesa, Irvine, Newport Beach, and Santa Ana. The airport provides air transportation services for most of Orange County, the southwestern area of Riverside County, and the northwestern sector of San Diego County. All cities adjacent to the SNA airport are apposed to any further expansion of air carrier services or airport development. 33 These problems have led to a number of restrictions, listed below.

7.1 Land Use

Land around Orange County Airport is used primarily for residential and light industrial units. While residential areas are not located directly adjacent to the airport, they are under segments of the flight pattern. Air carrier facility improvements and additional air-carrier terminal leases are restricted as a result of the noise problem (Appendix, Section E).34

7.2 Noise

Orange County Airport (SNA) is subject to serious noise complaints from local citizens groups and local governments. The principal problem is related to aircraft operations from SNA which exceed the State of California Noise Standard. The airport operates under a noise variance granted by the State, but local opposition remains. The city councils of Newport Beach, Costa Mesa, Laguna Beach, Santa Ana and Irvine have passed resolutions opposing any further expansion of commercial jet service from SNA (Appendix, Section E). In response to the noise complaints, the Orange County Board of Supervisors placed noise restrictions on SNA. These constraints were established in resolution numbers, 70-96, 71-1415, and 74-537 and are summarized below (Appendix, Section). 35

- o Night jet operations are not permitted between the hours of 11:00 PM and 7:00 AM.
- New route applications for inter-state service from SNA are prohibited.
- No facility improvements will be approved, except those necessary to maintain the present level of service.
- No commercial or private aircraft with a gross weight in excess of 95,000 pounds shall be permitted to use the airport.
- No terminal leases to new air-carriers shall be granted.
- o SNA should meet the State of California Noise Standard required for the year 1985.

7.3 Passenger Limitations

There are no specific constraints on the number of passengers served at Orange County Airport. However, other restrictions effectively limit the passenger volume to its present level of 2.1 MAP. Under terms of current leases, Air California is limited to 24.6 scheduled daily departures and Hughes Airwest is limited to 13.7. Furthermore, the 95,000 pound gross weight limit prevents introduction of larger airliners which could accommodate more passengers (Appendix, Section E). 36

7.4 Accessibility

Assuming that SNA is restricted to its present level of air carrier operations and present passenger volumes, the capacity of airport's internal roadway system is adequate to handle current and projected traffic volumes. However, the external roadway will encounter congestion problems after 1980 due to the increase in commercial and industrial activities in the vicinity of the airport.

7.5 Runway Capacity

The runway capacity for Orange County Airport is not documented. Of the 639,624 operations recorded in 1977, 4% were conducted by air carrier aircraft, 1% by military aircraft and 95% by general aviation aircraft.

8.0 Palm Springs Municipal Airport

Palm Springs Municipal Airport (PSP) solved over one-half million annual passengers and accommodated 95,800 aircraft operations in 1977. Most of these operations are seasonal, with the greatest number occurring during the winter months. PSP is located within the City of Palm Springs and is surrounded by scattered residential and commercial development. PSP is the primary passenger service airport for the Coachella Valley.

8.1 Land Use

There are no land use constraints imposed on PSP. The low density residential and commercial areas near the airport do not pose a problem. In addition, there are no constraints on development of open land within the airport perimeter.

8.2 Noise

The primary constraint that may restrict further development of PSP is jet aircraft noise. Since Palm Springs is dedicated primarily to resort activities, jet noise is a sensitive issue. The City of Palm Springs has adopted the following strategies to mitigate the jet noise problem. 38

- o The number of commercial jet operations is restricted to 32 commercial operations per day.
- o Commercial jet operations are prohibited between 10:00 PM and 7:00 AM.
- o Runway construction is limited without first preparing an EIR and fully analyzing noise impacts.

8.3 Passenger Limitations

There is no specific passenger volume constraint imposed by the City Council.

8.4 Accessibility

The ground access system at PSP will be adequate through 1980. However, by 1980 the PSP parking facility will reach its capacity. 39

8.5 Runway Capacity

Data regarding runway capacity at PSP are not available. Engineering anlaysis of the runway capacity has not yet been conducted.

9.0 Joint-Use of Military Airports

Civilian joint-use of several military airports has been proposed at various times in the past as a means to handle future air passenger demand. Military airfields which have been or might be considered are El Toro Marine Air Base, March Air Force Base, Norton Air Force Base and Point Magu Naval Air Station. In addition, a joint-use agreement was negotiated for civilian use of the Air Force Plant 42 airport located at Palmdale. Consideration has also been given to purchase of military property at Camp Pendleton Marine Base for use as a commercial airport.

Documentation of joint-use proposals and civilian and military response to them is sketchy. Public hearings held for a draft regional airport system plan in 1972 indicate opposition by citizens' groups to joint-use of El Toro, opposition of two local governments to joint-use of Point Magu. (Appendix, Section F). 40 Staff is presently searching for other documentation which will appear in the final report. Information about previous jount-use proposals is solicited from anyone reading this draft. Please call Mr. Tim Merwin at SCAG (213) 385-1000.

10.0 Air Quality

Old forecasts now being updated indicate that emmissions from aircraft will more than double by 1990 when compared to emmissions of other off-road vehicles. The relative increase in aircraft emmissions will bring greater focus on the location and operation of future airport facilities, and will be an important consideration in the Regional Airport System Planning Program.

A discussion of air quality and relevant data will be presented in the final copy of this report. Air quality is mentioned in this draft because it will be an important consideration in the selection of any new air carrier airport location.

11.0 Outlook for Change

The principal reason for tonstraints on airport development for the major airline airports described in this paper is aircraft noise. The potential for noise relief exists in the future as new technology engines enter the fleet. A more detailed discussion of noise reduction will occur in the Aviation Technology task in the aviation work program. Whether such improvements will be translated into relaxation of the present constraints is not clear at this time.

Ground access and parking are also identified as restrictions in the immediate terminal areas. While access improvements are now underway to remove some of these restrictions, others may not be achieved or may require other transit system decisions.

Air quality, while not specifically identified as a direct cause for restriction, is a major issue in the Region's Air Quality Maintenance Plan. Because of this, airport operations are likely, in the future, to reflect the constraints placed upon all urban activities in an attempt to achieve air quality standards.

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UNDER EA	UNDER EACH PART, PLEASE CIRCLE THE APPRUPRIATE RESPONSE LETTER(*) OR NUMBER(*)	
PART 1	STATE STATUTES	Transfer and bringeries are seen as a second
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ań	Airport Land Use Control	
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PART 2	LOCAL COVERNMENT ACTIONS	
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9.	Land Use Control (noise related)	
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	buildings in airport vicinity please indicate verom:	8. Noise monitoring system
	B) Schools	9. Air pollution monitoring system
	b) Hospitals, nursing homes or similar facilities	NOISE CONTROL ACTIVITIES
	C) Houses or apartment buildings	Continuing Noise Counittee at Local Level
	d) office buildings	Airport Noise Control and Land Use Compatibility Plan Complet
	(b) Other	1. Noise control only
C.	Soundproofing Programs	2. Land use compatibility only
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	3. By homes, apartment buildings	Compatibility Flan
	4. Office buildings	Have Rejected an Opportunity to Participate in a Noise Control and Land Use Compatibility Plan
	For any of these, if government financial assistance is provided, please indicate which below:	Other Noise Control Activities Dissibilar to Any of the Anove
	g) Federal	

If financial aid is provided please indicate which type below:

8) Federal assistance b) State assistance

D. Airport Actions for Environmental Protection

b) State

B-1

0. Land acquisition

LOCAL AIRPORT USE RESTRICTIONS PART 4

Aircraft Type or Weight Restrictions

- All Jet
- Large air carrier type jet (75,000 lbs or over)
- Business jet of any type
- Multi-engine (piston, large)
- Single-engine (piston, 1000 hp or over)
- CAB certificated air carrier
- 12,500 lbs gross weight (or over)
- 30,000 lbs gross weight (or over)
- Helicopter
- Other aircraft dissimilar to any of the above
- Curfew (If applicable, please specify which period most closely matches)
- a. 2200 0600
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- 2. Aircraft Affected
- Jet aircraft only
- All aircraft
- Other

Non-FAR 36 Restrictions ن

- Exceptions (if applicable, please specify below)
- (a) Cessna citation
- (b) Other certain specified aircraft with "low" noise level

Ground Operation Restrictions o.

- Location of engine runup maintenance
- Time of engine runup maintenance
- Preferential taxiways
- Taxiing thrust restriction

Towing requirement

- Other restrictions dissimilar to any of the above
- Total Number of Operations Limitations for Noise Abatement Purposes E.
- 1. Year limits
- Month limits
- Day limits
- Hour limits

FLIGHT OPERATIONS - NOISE ABATEMENT PROCEDURES PART S

- Reduced Thrust Approach
- 1. Steeper angle glide slope
- Reduced flaps
- Minimum flaps
- Decelerating
- Profile descent program
- 6. Other
- Glide Slope Intercept Altitude
- Preferential Operations
- 2. Approach tracks 1. Runways
- 3. Departure tracks
- Rotational Runway System ä

Maximum (safe) Climb on Takeoff

- Takeoff Thrust Reduction Ŀ.
- Reverse Thrust Reduction ö
- Displaced Thresholds (noise related)
- For takeoffs
- For landings
- Flight Training Restrictions
- 1. Touch and go operations
- Time period restriction
- Other Procedures or Restrictions Dissimilar to Any of the Above Day(s) of week restriction

SPECIAL NOISE SENSITIVE AREAS NEAR AIRPORT PART 6

- Schools
- Hospitals, Nursing Homes or Similar Facilities
- Residential Areas

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- Historic Sites, National Park or Forest
- Religious Structures or Sites
- Concert Hall(s) or Public Gathering Place(s)
- Recreation Facilities
- Hotels, Motels, Resorts
- Other Areas Dissimilar to Any of the Above
- NUMBER OF NOISE COMPLAINTS RECEIVED ANNUALLY (approx.) PART 7
- Less than 5
- 5 10
- 10 25
- 25 50
- 50 100
- 100 200 Over 200 c.
- IS AIRPORT LOCATED IN AN AIR QUALITY MAINTENANCE AREA? PART 8

DECODE LISTING

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AUSERESC 1A
AUSERESC 1B
AUSERESC 1C
AUSERESC 1D
                             STATE NOISE CONTROL STATUTE (AIRCRAFT RELATED) STATE AIRPORT LAND USE CONTROL STATUTES
                             STATE AIRPORT EMISSIONS CONTROL STATUTES
OTHER STATE ENVIRONMENTAL PROTECTION STATUTES (AVIATION RELA
AUSERES Q 2
                             LOCAL GOVERNMENT ACTIONS
AUSERESC 2A
AUSERESC 2B
AUSERESC 2B1
AUSERESC 2B2
AUSERESC 2B2A
                             LOCAL AIRCRAFT NOISE CONTROL REGULATIONS
                             LOCAL NOISE RELATED LAND USE CONTROL
                             LOCAL ZONING ORDINANCES (AIRPORT RELATED)
LOCAL NOISE RELATED BUILDING CODES
                             LOCAL BUILDING CODE REQUIRING SOUNDPROOFING OF SCHOOLS IN AI
 +RPORT VICINITY
                             LOCAL BUILDING CODE REQUIRING SOUNDPROOPING OF HEALTH FACILI
 AUSERES CE 2B2B
 +TIES IN AIRPORT VICINITY
 AUSERESQ# 282C
                             LOCAL BUILDING CODE REQUIRING SOUNDPROOFING OF HOUSES OR APA
+RTMENT BUILDINGS IN AIRPORT VICINITY
AUSERESC#282D LOCAL BUILDING CO.
                             LOCAL BUILDING CODE REQUIRING SOUNDPROOFING OF OFFICE BUILDI
 +NGS IN AIRPORT VICINITY
                             LOCAL BUILDING CODE REQUIRING SOUNDPROOPING OF OTHER BUILDIN
AUSERES CA 2B2E
 +G TYPES IN AIRPORT VICINITY
AUSERESC 2C1
AUSERESC 2C1
AUSERESC 2C1
AUSERESC 2C1A
AUSERESC 2C1B
AUSERESC 2C2
AUSERESC 2C2
                             LOCAL SOUNDPROOFING PROGRAMS
SOUNDPROOFING PROGRAM BY SCHOOLS
                             PEDERALLY ASSISTED SOUNDPROOFING PROGRAMS BY SCHOOLS
                             STATE ASSISTED SOUNDPROOFING PROGRAMS BY SCHOOLS SOUNDPROOFING PROGRAM BY HEALTH FACILITIES
                             FEDERALLY ASSISTED SOUNDPROOFING PROGRAMS BY HEALTH FACILITI
 +ES
                             STATE ASSISTED SOUNDPROOFING PROGRAMS BY HOSPITALS /NURSING
AUSERESC# 2C2B
+HOMES OR SIMILAR PACILITIES
AUSERESCO 2C3 SOUNDPROC
AUSERESCO 2C3A PEDERALLY
                             SOURIDPROOFING PROGRAM BY HOUSES OR APARTMENT BUILDINGS
AUSERESCUZCIA FEDERALLY ASSISTED SOUNDPROOFING PROGRAMS BY HOUSES OR APAR +TMENT BUILDINGS IN AIRPORT VICINITY
                            STATE ASSISTED SOUNDPROOFING PROGRAMS BY HOUSES OR APARTMEN
AUSERESC#2C3B
 T BUILDINGS IN AIRPORT VICINITY
                             SOUNDPROOFING PROGRAM BY OFFICE BUILDINGS
AUSERESC 2C4A
                             FEDERALLY ASSISTED SOUNDPROOFING PROGRAMS BY OFFICE BUILDIN
 +GS IN AIRPORT VICINITY
                            STATE ASSISTED SOUNDPROOFING PROGRAMS BY OFFICE BUILDINGS I
AUSERESC#2C4B
 +N AIRPORT VICINITY
AUSERESC 2C5A
                            SOUNDPROOFING PROGRAMS BY OTHER BUILDING TYPES
                             FEDERALLY ASSISTED SOUNDPROOFING PROGRAMS BY OTHER BUILDING
 + TYPES IN AIRPORT VICINITY
                             STATE ASSISTED SOUNDPROOFING PROGRAMS BY OTHER BUILDING TYP
AUSERESC 2C5B
 +ES IN AJRPORT VICINITY
AUSERESC 2D0
AUSERESC 2D0
AUSERESC 2D0A
+PATIBILITY
                             AIRPORT ACTIONS FOR ENVIRONMENTAL PROTECTION
                             AIRPORT LAND ACQUISITION FOR LAND USE COMPATIBILITY
                             FEDERALLY ASSISTED AIRPORT LAND ACQUISITION FOR LAND USE COM
                             STATE ASSISTED AIRPORT LAND ACQUISITION FOR LAND USE COMPATI
AUSERESC 2DOB
+BILITY
AUSERESC 2D1
AUSERESC 2D18
AUSERESC 2D2
AUSERESC 2D3
AUSERESC 2D4
AUSERESC 2D5
AUSERESC 2D6
AUSERESC 2D6
AUSERESC 2D6
AUSERESC 2D7
AUSERESC 2D8
AUSERESC 2D8
AUSERESC 3D8
 BILITY
                             EASEMENTS ON PROPERTY SURROUNDING AIRPORT FOR NOISE PURPOSES
                             FEDERALLY ASSISTED EASEMENTS FOR NOISE PURPOSES
                             STATE ASSISTED EASEMENTS FOR NOISE PURPOSES
                             AIRPORT NOISE TAX OR PEE
                             PEAK PRICING
                             UTILITY EXPENDITURES/LIMITATIONS
                             AIRPORT EQUIPPED WITH NOISE SUPPRESSING EQUIPMENT
NOISE RELATED PHYSICAL BARRIERS AND/OR LANDSCAPING
                             NOISE RELATED NEW OR EXTENDED RUNNAYS
                             AIRPORT EQUIPPED WITH NOISE MONITORING SYSTEM AIRPORT EQUIPPED WITH AIR POLLUTION MONITORING SYSTEM
                             NOISE CONTROL ACTIVITIES
CONTINUING NOISE COMPITTEE AT LOCAL LEVEL
AIRPORT NOISE CONTROL AND LAND USE COMPATIBILITY PLAN COMPLE
 +TED
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AUSERESC 3B1
AUSERESC 3B2
AUSERESC 3C
                                                                              AIRPORT NOISE CONTROL PLAN COMPLETED
                                                                              AIRPORT LAND USE COMPATIBILITY PLAN COMPLETED
AIRPORT NOISE CONTROL AND LAND USE COMPATIBILITY PLAN PROPOS
  +ED OR UNDERWAY
AUSERESCHID
                                                                              INTEREST IN PARTICIPATING IN A NOISE CONTROL AND LAND USE CO
   +MPATIBILITY PLAN
                                                                              HAVE REJECTED AN OPPORTUNITY TO PARTICIPATE IN A NOISE CONTR
   AUSERESC#3E
    OL AND LAND USE COMPATIBILITY PLAN
  AUSERESC 4
AUSERESC 4
AUSERESC 4AA
AUSERESC 4AA
AUSERESC 4AA
                                                                              OTHER NOISE CONTROL ACTIVITIES
AIRPORT USE RESTRICTIONS
AIRPORT USE RESTRICTIONS BASED ON AIRCRAFT TYPE OR WEIGHT
RESTRICTION ON ALL JETS
                                                                                RESTRICTION ON LARGE AIR CARRIER TYPE JETS (75000 LBS OR OVE
   +R)
   AUSERESC 4A3
AUSERESC 4A3
AUSERESC 4A4
                                                                                RESTRICTION ON BUSINESS JETS OF ANY TYPE
                                                                               RESTRICTION ON MULTI-ENGINE AIRCRAFT (PISTON LARGE)
RESTRICTION ON SINGLE ENGINE AIRCRAFT (PISTON: 1000 HP OR OV
  AUSERESC 4A5
AUSERESC 4A6
AUSERESC 4A7
AUSERESC 4A8
AUSERESC 4A9
AUSERESC 4B1
AUSERESC 4B1
                                                                               RESTRICTION ON CAB CERTIFICATED AIR CARRIERS
                                                                               RESTRICTION ON 12500 LBS GROSS WEIGHT OR OVER
RESTRICTION ON 30000 LBS GROSS WEIGHT OR OVER
RESTRICTION ON HELICOPTERS
AUSERESC 4B
AUSERESC 4B
AUSERESC 4BIA
AUSERESC 4BIA
AUSERESC 4BIB
AUSERESC 4BID
AUSERESC 4BID
AUSERESC 4BID
AUSERESC 4BID
AUSERESC 4BID
AUSERESC 4BIF
AUSERESC 4BIF
AUSERESC 4BII
AUSERESC 4CII
AUSERE
                                                                                RESTRICTION ON OTHER AIRCRAFT TYPES
                                                                               CURFEW AT AIRPORT
TIME OF CURFEW
                                                                              TIME OF CURFEW 2200 TO 0600 CURFEW FROM 2200 TO 0700 CURFEW FROM 2200 TO 0800 CURFEW FROM 2300 TO 0600 CURFEW FROM 2300 TO 0800 CURFEW FROM 2300 TO 0800 CURFEW FROM 2400 TO 0800
                                                                                CURFEW FROM 2400 TO 0700
                                                                              CURFEW FROM 2400 TO 0800
CURFEW APPLYING TO OTHER TIME PERIOD
                                                                               AIRCRAFT AFFECTED BY CURFEW
                                                                              JET AIRCRAFT ONLY AFFECTED BY CURFEW ALL AIRCRAFT AFFECTED BY CURFEW
                                                                              OTHER AIRCRAFT AFFECTED BY CURFEW
                                                                              NON FAR 36 RESTRICTIONS
EXCEPTIONS TO NON FAR 36 RESTRICTIONS
                                                                              CESSNA CITATION EXCEPTED FROM FAR 36 RESTRICTIONS
OTHER SPECIFIED AIRCRAFT WITH LOW NOISE LEVELS EXCEPTED FROM
 AUSERESC 4D1
AUSERESC 4D2
AUSERESC 4D3
AUSERESC 4D3
AUSERESC 4D4
AUSERESC 4D4
AUSERESC 4D5
                                                                              GROUND OPERATION RESTRICTIONS
                                                                              RESTRICTION ON LOCATION OF ENGINE RUNUP MAINTENANCE PESTRICTION ON TIME OF ENGINE RUNUP MAINTENANCE
                                                                              PREFERENTIAL TAXIWAYS USED TAXIING THRUST RESTRICTION
                                                                              AIRCRAFT TOWING REQUIREPENT
  AUSERESCH 4D6
                                                                              OTHER GROUND OPERATION RESTRICTIONS
TOTAL NUMBER OF OPERATIONS LIMITATIONS FOR NOISE ABATEMENT
    +PURPOSES
 AUSERESC 4E1
AUSERESC 4E2
AUSERESC 4E3
AUSERESC 4E4
                                                                              YEARLY OPERATIONS LIMITATIONS
                                                                              MONTHLY OPERATIONS LIMITATIONS
                                                                            MONTHLY OPERATIONS LIMITATIONS
DAILY OPERATIONS LIMITATIONS
HOURLY OPERATIONS LIMITATIONS
FLIGHT OPERATIONS / NOISE ABATEMENT PROCEDURES
HOISE ABATEMENT PROCEDURE: REDUCET THRUST APPPOACH
NOISE ABATEMENT PROCEDURE: STEEPER ANGLE GLIDE SLOPE
  AUSERESC
AUSERESC 5A
AUSERESC 5A1
AUSERESC 5A2
AUSERESC 5A3
AUSERESC 5A3
AUSERESC 5A4
AUSERESC 5A6
AUSERESC 5A6
AUSERESC 5C1
AUSERESC 5C1
AUSERESC 5C2
AUSERESC 5C2
AUSERESC 5C3
AUSERESC 5C3
AUSERESC 5C4
AUSERESC 5C5
                                                                            NOISE ABATEMENT PROCEDURE: STEEPER ANGLE GLIDE SLOPE
NOISE ABATEMENT PROCEDURE: REDUCED FLAPS
NOISE ABATEMENT PROCEDURE: MINIMUM FLAPS
NOISE ABATEMENT PROCEDURE: DECELERATING
NOISE ABATEMENT PROCEDURE: PROFILE DECENT PROGRAM
OTHER NOISE ABATEMENT PROCEDURES
GLIDE SLOPE INTERCEPT ALTITUDE FOR NOISE ABATEMENT PURPOSES
PREFERENTIAL OPERATIONS FOR NOISE ABATEMENT PURPOSES
PREFERENTIAL RUNMAY USEAGE FOR NOISE ABATEMENT PURPOSES
PREFERENTIAL APPROACH TRACKS FOR NOISE ABATEMENT PURPOSES
PREFERENTIAL DEPARTUPE TRACKS FOR NOISE ABATEMENT PURPOSES
ROTATIONAL RUNMAY SYSTEM USED FOR NOISE ABATEMENT PURPOSES
ROTATIONAL RUNMAY SYSTEM USED FOR NOISE ABATEMENT PURPOSES
                                                                              MAXIMUM CLIMB ON TAKEOFF USED FOR NOISE ABATEMENT PURPOSES
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TAKEOFF THRUST REDUCTION USED FOR NOISE ABATEMENT PURPOSES REVERSE THRUST REDUCTION USED FOR NOISE ABATEMENT PURPOSES THRESHOLDS DISPLACED FOR NOISE ABATEMENT PURPOSES TAKEOFF THRESHOLDS DISPLACED FOR NOISE ABATEMENT PURPOSES AUSERESC SP AUSERESC SG AUSERESC SH AUSERESC SH1 AUSERESC SH2 LANDING THRESHOLDS DISPLACED FOR NOISE ABATEMENT PURPOSES AUGERESC 51 AUSERESC 511 AUSERESC 512 AUSERESC 513 AUSERESC 53 FLIGHT TRAINING RESTRICTIONS RESTRICTION ON TOUCH AND GO OPERATIONS
TIME PERIOD RESTRICTION ON FLIGHT TRAINING
DAY OF WEEK RESTRICTION ON FLIGHT TRAINING
OTHER HOISE ABATEMENT PROCEDURES OR FLIGHT OPERATIONS RESTRI SPECIAL NOISE SENSITIVE AREAS NEAR AIRPORT AUSERESCA AUSERESC 6A AUSERESC 6B SCHOOLS LOCATED IN AIRPORT VICINITY HOSPITALS / NURSING HOPES OR SIMILAR PACILITIES LOCATED IN A +IRPORT VICINITY RESIDENTIAL AREAS LOCATED IN AIRPORT VICINITY HISTORIC SITES / NATIONAL PARK OR FOREST LOCATED IN AIRPORT AUSERESC 60 +VICINITY RELIGIOUS STRUCTURES OR SITES LOCATED IN AIRPORT VICINITY CONCERT HALL OR PUBLIC GATHERING PLACE LOCATED IN AIRPORT VI AUSERESC 6F +CINITY AUSERESC 6H AUSERESC 6H AUSERESC 7 AUSERESC 7A RECREATION FACILITIES LOCATED IN AIRPORT VICINITY HOTELS / MOTELS OR RESORTS LOCATED IN AIRPORT VICINITY HOTELS / MOTELS OR RESORTS LOCATED IN AIRPORT VICINITY
OTHER NOISE SCHSITIVE AREAS LOCATED IN AIRPORT VICINITY
APPROXIMATE NUMBER OF NOISE COMPLAINTS RECEIVED ANNUALLY
LESS THAN 5 NOISE COMPLAINTS RECEIVED ANNUALLY
5 TO 10 NOISE COMPLAINTS RECEIVED ANNUALLY
10 TO 25 NOISE COMPLAINTS RECEIVED ANNUALLY
50 TO 100 NOISE COMPLAINTS RECEIVED ANNUALLY
100 TO 200 NOISE COMPLAINTS RECEIVED ANNUALLY
100 TO 200 NOISE COMPLAINTS RECEIVED ANNUALLY
OVER 200 NOISE COMPLAINTS RECEIVED ANNUALLY AUSERESC 7A
AUSERESC 7B
AUSERESC 7C
AUSERESC 7C
AUSERESC 7F
AUSERESC 7F
AUSERESC 7G
AUSERESC 8 OVER 200 NOISE COMPLAINTS RECEIVED ANNUALLY
AIRPORTS LOCATED IN AN AIR QUALITY MAINTENANCE AREA
AIRPORT IS LOCATED IN AN AIR QUALITY MAINTENANCE AREA
AIRPORT IS NOT LOCATED IN AN AIR QUALITY MAINTENANCE AREA AUSERESC 8A AUSERESC 8B AWEDD